

The departmental budget review reconvened on April 1, 2014 at 9:05 a.m., and proceeded as follows:

Department of Public Works (Operating & CIP)

Honorable Tim Bynum
Honorable Mason K. Chock, Sr.
Honorable Gary L. Hooser (*present at 9:07 a.m.*) (*excused at 11:16 a.m.*)
Honorable Mel Rapozo
Honorable JoAnn A. Yukimura (*present at 9:07 a.m.*)
Honorable Jay Furfaro, Council Chair

Excused: Honorable Ross Kagawa

Chair Furfaro: Aloha and good morning, today is April 1st, April Fool's day so I want to make sure that everyone stays very focused on the details at hand and the testimony that we would like to cover today as it relates to CIP Project Improvements. As stated earlier the sequence will be Auto Maintenance Division, followed by the Building Division, followed by Engineering, followed by Road Maintenance, Solid Waste and Waste Water division after that. As indicated I particularly want to start today's discussion about Wawae Road and so I will take testimony on all of these CIP items today but then I would like to ask Mr. Dill to come up particularly on an update as negotiated two weeks ago on Wawae Road. Covering expectations and any source of monies for funding and so forth and from there different members can determine if they want that into a future Committee meeting.

When we are finished with Wawae Road and the update, we can go back in the order that is posted in the order of the day being the Auto Maintenance Division, Buildings Division, and Engineering, the rest of the Roads Maintenance, Solid Waste and Waste Water. To start this morning I would like to see if we could have public testimony on all items first and at approximately 9:45, I will be turning the meeting over to Mr. Rapozo, Vice Chair, Committee of the Whole as I have to leave for some appointments. This afternoon I will be in and out meeting with some Department Heads on other items yet to come up. Is there anyone in the audience this morning that would like to give specific testimony on any of the items covered in CIP this morning? Come right up...

ANNE JANELL: Good morning, Anne Janell, Wawae Road Kalāheo. I just wanted to make a couple of statements as I continue on my quest to make sure our road doesn't slip anywhere it shouldn't go and that we try to get some action on a barricade in particular. I am not sure maybe Mel has been out there and maybe Ross knows the condition of the area that is in question that we tried to do something to protect the Citizens and anyone else that might be on the road. Also maintenance was supposed to start today per the last meeting so I am here again trying to make sure that I stay rounded for my Community.

Chair Furfaro: Okay and as I stated we're going to have Larry come up and give us an update on that and find out because yesterday we had a discussion on roads, CIP monies as well so he can give us an update on where he's at in looking for money.

Ms. Janell: Okay.

Chair Furfaro: We're going to take all testimony from the public this morning first, and then we're going to do Wawae Road and go on to the other areas.

Ms. Janell: I appreciate that.

Chair Furfaro: Okay thank you. Any questions for Ann? Okay thank you.

Ms. Janell: Thank you.

SALLY JO MANEA: Good morning Councilmembers, Sally Jo Manea from Kapa'a. I am here on behalf of Kaua'i Path, I am not sure where in your program this morning this requests fits but here I go. Kaua'i Path Leadership Members have noticed over the last several months that there are cyclists that are riding unsafely in Kapa'a, probably in Lihu'e. I do not live in Lihu'e but it probably happens here too so it concerned us enough to want to create a bicycle safety campaign. We understand that there are funds that are collected from bicycle registration that are available so we come to you with a request for thirty thousand dollars (\$30,000) and this money would be used for three (3) items involved in the bicycle safety campaign. (1.) First monthly bicycle safety education classes for either adults or youth and we already have a track record with these classes, many people have taken them is called traffic skills 101. We have proposed to do that on a monthly basis and we have certified-qualified instructors. (2.) Second would be a youth bicycle helmet safety education with a helmet as a reward. It would involve the same thing in teaching them bicycle skills but providing a good helmet for them and teaching them how to use it. (3.) Third would be a multi-media public bicycle and motorist safety education campaign using radio or whatever media we would need to use, posters flyers, and interviews whatever. You have a paper on front of you that shows the budget it is rough of course and we would be able to provide you a more detailed budget if you requested it, but ten thousand (\$10,000) for personnel instructors and trainers whom we already have and operating expenses as well as buying helmets to use to benefit for those kids taking the helmet safety classes, and also for the multi-media campaign, ten thousand (\$10,000) for funding. That is our proposal to you.

Chair Furfaro: Okay let's see if there is any for you, hold on just a second. Mr. Bynum you have the floor.

Mr. Bynum: Good morning Jo?

Ms. Manea: Good morning.

Mr. Bynum: I really appreciate you being here and like I mentioned earlier I didn't know about this proposal so I requested it and you happened to be here during budget hearings (inaudible). There is a bicycle safety fund currently about thirty seven thousand dollars (37,000) and I am very interested in how about that works. My question is that your proposal talks about fuel cost so I wanted you to share what assets the Kaua'i Path requires from the communities putting prevention to work because I think that is part of the proposal. You already have assets that you want to keep within the community. So can you explain something more about that?

Ms. Manea: We have bicycles, many bicycles, children and adult bicycles. We have a van that they are mobilized within. We have certified instructors; we have a based group of volunteers that have already conducted helmet education programs. The van needs insurance and of course it requires fuel to get from one place to another and if we want to service the whole Island than that means getting the van around.

Mr. Bynum: So in short of this funding, how do you keep those assets in service? How do you keep it stronger and going? Have you explored other alternatives?

Ms. Manea: Well Kaua'i Path does the turkey trot each year which is a bicycle ride on Thanksgiving morning which is growing.

Mr. Bynum: Are those fundraising?

Ms. Manea: Well it is not really but it turns out to be because it is popular so we started off with it being free but it would be easy enough to ask for a registration fee.

Mr. Bynum: Well my guess is that the budget has some place to put those funds now and to ask those questions this would perhaps be the most appropriate use of funding. These are fees that people pay to register their bicycles to comply with our bicycle registration and in compliance of, so I will ask Finance in a follow-up as to what's the revenue forecast for that fund. Have you or Kaua'i Path approach the Mayor about this proposal prior to today?

Ms. Manea: No.

Mr. Bynum: It seems like a really, really appropriate request for an appropriate set aside for an appropriate meeting. So I will follow up and thank you very much for your testimony today.

Chair Furfaro: Mr. Rapozo is next but let me get some clarification. The fund you're referring to in CIP has a balance in it of forty-two thousand, five seventy seven (\$42,577) not thirty seven thousand (\$37,000). Mr. Rapozo.

Mr. Rapozo: Thank you Mr. Chair and thank you for being here and I appreciate the written request. I guess the first question is... these monthly bicycles classes are free for the children?

Ms. Manea: They would be, they could be if we had funding.

Mr. Rapozo: Are you doing it now?

Ms. Manea: Yes.

Mr. Rapozo: How does that work now?

Ms. Manea: They go to a school and arrangements are made through the school and it is done on a Saturday on a non-school day. They have done Saint Catherine's School and Saint Theresa I believe. They have the kids come and they have

helmets available from various sources, the car insurance companies have donated helmets in the past. They set up cones and they set up little obstacle courses and they teach the children how to ride and they talk to them about...

Mr. Rapozo: That is done at no charge to the children?

Ms. Manea: Yes.

Mr. Rapozo: You brought up a good point about the helmets. I am wondering if there is any way we can get the helmets donated from the insurance companies, from the bicycles companies. Have we tried too?

Ms. Manea: Yes in the past.

Mr. Rapozo: And no luck.

Ms. Manea: Well they have been. We have usually collaborated with other agencies in these rodeo situations, the bike education situations. So yes there has been a collaboration effort established already.

Mr. Rapozo: Okay so if the funding isn't available you could still get the helmets?

Ms. Manea: Yes.

Mr. Rapozo: The Kaua'i Path, what's there budget every year?
What's there Annual Budget?

Ms. Manea: Sorry I can't tell you I mean it depends we've come off of Federal funding for an establishment of those training sessions in getting people trained. We have some donations that come in, we have small grants. We get grants from the Department of Transportation, the state Department of Transportation for bicycle safety education in schools.

Mr. Rapozo: Okay that would help.

Ms. Manea: Various small funding areas.

Mr. Rapozo: That would help me if I could see that. As you can imagine we get a lot of requests. We get requests from youth basketball, I mean everybody wants to put on clinics and they want the County to help and it is tough so if there is other ways of getting these funds we can try to work that route. Yeah so maybe your budget from the last three (3) years I think would be sufficient for me. Thank you.

Chair Furfaro: Vice Chair and then JoAnn.

Ms. Yukimura: Can you just clarify that this is a bicycle fund so it is not...

Chair Furfaro: That is what I said and again there is a separate bicycle fund that is identified in the CIP.

Mr. Rapozo: But Mr. Chair, I am assuming the request is not to use the bicycle fund, this is an additional thirty thousand (\$30,000).

Ms. Manea: No, no. This request is to use funds from the bicycle fund.

Mr. Rapozo: Oh okay.

Ms. Manea: Not from your CIP Fund.

Mr. Rapozo: Is that our call or the Administrations call?

Ms. Yukimura: It is a statutory.

Chair Furfaro: I would think it would probably be both of us by statutes. Okay Mr. Chock and JoAnn then will come back to Mr. Bynum.

Mr. Chock: I just wanted to clarify so we have five hundred (500) it will be affecting five hundred (500) children?

Ms. Manea: Pardon me?

Mr. Chock: You would be certifying in the safety program five hundred (500) children? And in terms of the personnel...how many hours does this ten thousand (\$10,000) cover?

Ms. Manea: It depends on the budget. It depends on how much we have to work with and one class normally takes two hours unless it is the adult riding class is half a day, I think its four hours maybe five. So this is rough and we can provide you with more details if you request that. This is an estimate of what we might need in order to put on a more specific program.

Mr. Chock: Okay well thank you I appreciate a more detailed if we move forward on the request. I particularly would like to see the cost per child to get them certified and if you can break that down on your future budget that would be great. You also mentioned there are concerns on the pathway, safety concerns. Can you mention it specifically in regards as to how you are addressing it with certifying the children?

Ms. Manea: Well what sort of prompted us to start thinking about how to approach the public and get people to understand that there are rules and you got to go by the rules. We all know there are traffic rules for cars but everybody kind of forgets that there is these traffic rules when you get on to a path so we see people walking five across on the multi-use path when there is bicycles going back and forth. We see cyclist weaving in and out and people are kind of like...whoa...so that kind of education would come from having a flyer or some kind of a plaque or something where the people who are using the multi-use path will have a set of guidelines written down on a piece of paper that a bike rental agency might hand to a renter... That is one situation; the multi-use path is one situation. The other situation is local cyclists and possibly visitors too because now the path extends into Waipouli and you have a path along the side of the road and you have the lanes. You are not supposed to ride a bicycle on a sidewalk in an urban area but that is not

really defined so in Līhu'e town and Kapa'a town you're not supposed to be riding your bikes on a sidewalk. What happens is you have Mom's with strollers, kids on skateboards, pedestrians and bicycles all vying for very limited space on a sidewalk in an urban area. So we see people going in the wrong direction so that kind of thing is addressed by radio advertisement or interviews on radio's, talking to the kids when you give classes, everybody who you give a class too receives information about the proper way to ride, the safe way to ride. So whoever you address in the public receives the same messages about how to ride safely such as this...something like this...bike smart, a plaque on a bus if there is space, or a poster in front of the store you go too but also talking, radio, however you need to get the message out.

Mr. Chock: So this program would be Island wide?

Ms. Manea: Yes.

Mr. Chock: People from all communities not just people on the East side?

Ms. Manea: Yes.

Mr. Chock: Thank you.

Chair Furfaro: JoAnn.

Ms. Yukimura: Thank you Jo for being here. I've seen a lot of times recently bikers going contra to the traffic and I understand that researchers show that is very dangerous and so I can see the need for education. We are always trying to think how we can best stretch what we have so I would imagine and my question is as you and I know this is a rough scoping but as you develop the details of a program you would use as much match money as possible and use this money to kind of expand the funding sources for yourself?

Ms. Manea: We are constantly doing that.

Ms. Yukimura: Okay.

Ms. Manea: As I said we've made use of the Department of Transportation funds that were available were safety traffic.

Ms. Yukimura: Okay so this is really a safety proposal?

Ms. Manea: Yes.

Ms. Yukimura: To promote safety on the streets.

Ms. Manea: Yes.

Ms. Yukimura: So do you right now have monthly educational classes or are they more at hawk?

Ms. Manea: They're at hawk when we have resources to provide those classes, generally it is about 3 or 4 times a year so I would say quarterly.

Ms. Yukimura: In the spirit of expanding your resources, would you folks consider a small fee from the participants or is it important to you that it be totally free?

Ms. Manea: It would depend on...it would depend for the adult education classes we have charged fees in the past.

Ms. Yukimura: Okay.

Ms. Manea: Fifty dollars (\$50.00) for half a day course which is maybe high for some people.

Ms. Yukimura: Right.

Ms. Manea: But for the children we would like to make that free.

Ms. Yukimura: So you could develop a framework where you charge a fee but you have scholarships for those who can't afford?

Ms. Manea: Yes and actually we've done that in the past too, we've awarded scholarships.

Ms. Yukimura: Okay and I guess do you have a way of monitoring the results of your work like, how are you sure that people actually learn from these classes?

Ms. Manea: I do not know if they have.

Ms. Yukimura: I mean you have certified trainers so there is some kind of a science behind this course. It maybe that you can look into these pre and post to test what knowledge they have before they begin the course, they are usually one sheet papers and to test what they've learned because we are always interested in making sure that the monies we give out...we're still learning but gets the results that we say we're going to get.

Ms. Manea: We have applied for Federal grants and State grants and therefor are required by those grants to provide that information, I am just not an instructor so I am not aware of the methods they use for determining those but if this request needs to have that information included...that can be done.

Ms. Yukimura: Yes and I think it would be good for you folks too to know that the program is having an impact but it sounds like you are already doing that. Your multi-media campaign...have you ever done that before on Kaua'i or is this a pilot?

Ms. Manea: We have done.

Ms. Yukimura: Okay.

Ms. Manea: But it is been pretty specific in the past and it is been fairly short term. It is just been the use of PSA's and not paid advertisements and that is a big difference when you pay for advertisement.

Ms. Yukimura: You can place it.

Ms. Manea: For example our radio stations will give you, if you buy this much time they will give you this much time so you double in time.

Ms. Yukimura: Okay thank you.

Chair Furfaro: Okay Tim did you want to do a follow-up with her.

Mr. Bynum: No.

Chair Furfaro: No, okay. Jo, first of all thank you very much and I think really now that you've presented all of this to us the next step is really for you to begin some dialog with Economic Development and the Finance Department because it is really amounting for you folks to apply for a Grant from an ear marked account. I want to tell you right now I have one red flag item in your proposal here and I've sent that over from a commercial standpoint as it is dealing with the bike path. Your request includes an insurance premium and what I want to make sure you understand is that I am pursuing right now for those that have commercial activities on bicycles; they should be paying their own insurance and naming the county co-insured. The County should not be paying any premiums to have our self-insured for somebody else's business operation, so I would think in my criteria this portion here ear marked for insurance is something you probably need to re-think. The asset is owned by the County and obviously if there is something that happens on the path-way with a commercial venture, they should be naming us co-insured and the cost of that insurance being their own. But we're not here today to discuss that I am just telling you that I have a problem with that with other commercial accounts that currently use the path so it is something you might want to pursue. You should engage the Administration in your request and they will probably direct you to the Office of Economic Development and so that is the next step I think.

Ms. Yukimura: Chair, I have a question?

Mr. Furfaro: Yes go ahead.

Ms. Yukimura: It is just a clarifying question because the Chair has raised an important issue. The insurance you're talking about is for the classes?

Ms. Manea: No the insurance I am talking about is for the van that carries the bikes that goes back and forth to give the classes all over the island.

Ms. Yukimura: Okay and I think...

Chair Furfaro: But my point is it should not be something that is in the grant, it should be in reverse. You have insurance and you're naming us co-insurer so for I think that is all where we need to go with this discussion.

Ms. Yukimura: Yeah there is good feedback in terms of how you can structure or tweak this. Thank you.

Ms. Manea: Okay.

Chair Furfaro: Thank you Jo.

Ms. Manea: Thank you very much.

Chair Furfaro: Am I assuming you're going to share this with the Administration?

Ms. Manea: Yes.

Chair Furfaro: Okay, thank you very much. Is there anyone else that wants to give public testimony on anything on today's agenda? If not I am going to ask Mr. Dill to come up and give us an update as it relates to WaiWai Road but also as it relates to CIP Transportation and Roads.

LARRY DILL, COUNTY ENGINEER: Good morning Council Chair and Members of the Council, for the record Larry Dill, County Engineer. My request to you Chair would be I could certainly give you an update on WaiWai Road but we had planned around the schedule we had provided for you today so if it is okay with you I would like to certainly present on the status of WaiWai Road project, than we can go back to automotive and work through the schedule.

Chair Furfaro: Yes than we'll work through the schedule.

Mr. Dill: Okay thank you.

Mr. Chair: We will work through the schedule but I think you all recall that I had advised people that April 1st we would have this on the agenda so...

Mr. Dill: Yes.

Chair Furfaro: So let's try to accommodate that.

Mr. Dill: Absolutely sure. Our engineering division has been out to WaiWai Road a few times to take a look at safety issues and safety would be our first concern out there as was mentioned Ann who has been out there with our guys a couple of times to look at issues that she was concerned about. They have identified some guardrail locations at the time we were already in the CIP Budget process and so at the same time we were requesting the assistance of our CIP Manager, Keith Suga to find out how we could fund this as well as all of the other CIP Projects. You will notice I think that he forwarded to you this spreadsheet that I am showing you so if you take a look at Page 8 of that spreadsheet the second project listed there is the Wailapa Kilauea Stream Project. That is a project that is complete you will see in the status notes over to the right and you'll notice that this is the project we're proposing on using the remaining encumbered balance which is about \$112,000 that was identified there so...

Chair Furfaro: It is on page 8?

Mr. Dill: Second project from the top. So we do not have a project in the CIP Budget that was submitted to you but our plan is as we identified these funds kind of late after we have already submitted to council is to in the May submittal come back to you and we've done some final scoping for where we've planned to install the guardrails and use that \$112,000 from this project in order to fund that work. So that addresses the Guardrails and we have Ed here and he will speak to the maintenance issues that have been done along the road with regards to concerns about overgrowth and vegetation etc., that we've been out there taking care of. Additional concerns that may come up that we still do not have plans for the budget this year fiscal year 2015, but we may come up with future investigations. We will take a look at drainage issues and obviously also as far as any resurfacing when we come back to Council with our plans for the island wide resurfacing, than that road will be considered of course along with other roads in the County priority wise to see if we can include that in the island wide resurfacing plan.

Chair Furfaro: When will that be?

Mr. Dill: I am aiming for by the end of the first quarter or perhaps the second quarter of Fiscal Year 2015 we will be back with the proposal of the list of roads to you.

Chair Furfaro: Okay.

Mr. Dill: And with that I will turn it over to Ed and ask him to speak to of the maintenance work that we have been doing out there so far.

Chair Furfaro: I just want to summarize what I just heard.

Mr. Dill: Sure.

Chair Furfaro: From the Kilauea project you have identified about \$112,000 worth of carry over which can be used for the guardrails for WaiWai Road?

Mr. Dill: Correct.

Chair Furfaro: Okay, and in the evaluation of the first quarter of the roads repaving projects, there will be any balance carry-over will be directed to the resurfacing of these roads?

Mr. Dill: No I am talking about right now we have proposed in this year's budget; there is about 2.4 million dollars for an island wide resurfacing project.

Chair Furfaro: Right.

Mr. Dill: So we list and prioritize all the roads County wide to see which ones would be the highest priority so this road will be considered among those to see if they make that priority list or not.

Chair Furfaro: Okay so, it would actually be considered at making the first go around list?

Mr. Dill: Correct.

Chair Furfaro: Okay got it it is not a carry over?

Mr. Dill: Right.

Chair Furfaro: Got it okay. So the guardrails will be a carry over and the road resurfacing is attempting to make the criteria for the first go around?

Mr. Dill: Correct.

Chair Furfaro: Okay, thank you Ed?

ED RENAUD, CHIEF OF FIELDS OPERATIONS & MAINTENANCE: Good morning Chair and Councilmembers, Ed Renaud for the record. On the maintenance concern on the vegetation, we are completing the research of the properties that the dead trees are on and shortly we will be moving in that area. As for the rest of the vegetation we should be there in a month or so after talking with field operations they are trying to complete another in Kalāheo and they'll be moving over and hopefully will be planning also the guardrails because there is a lot of vegetation in that area and that is where we're at.

Chair Furfaro: Okay, so it would be fair to make the assumption on the vegetation cut-back and maintenance schedule for that would be addressed within the 30-45 days?

Mr. Renaud: Correct.

Chair Furfaro: On your regular schedule?

Mr. Renaud: Correct.

Chair Furfaro: Okay, JoAnn you had a question?

Ms. Yukimura: It is mainly about the capital monies. What is the total cost that you see of WaiWai Road?

Mr. Dill: Well for the guardrails we plan to utilize the \$112,000 dollars.

Ms. Yukimura: The \$112,000 dollars?

Mr. Dill: Correct.

Ms. Yukimura: Okay and that will cover it you think?

Mr. Dill: Yes that will take care of all the (inaudible) priority wise.

Ms. Yukimura: And is it mainly the installation of the guardrail or is it the shoring up of the side of the ravine?

Mr. Dill: It will be the installation of the guardrails and anything we need to do in order to install the guardrails.

Ms. Yukimura: Alright, so you think it will cover that and you're not looking for anything else at this time?

Mr. Dill: Correct.

Ms. Yukimura: Okay, thank you.

Chair Furfaro: Any further questions from the gentlemen as we have some commitment on the vegetation cut-backs of the trees in the next 45 days? The carry-over of a \$112,000, earmarked for guardrails and making the first priority list for the first quarter of next year for the road re-surfacing. That is a current update and I believe Mr. Kagawa in kind of his follow-up and Mr. Rapozo's follow-up they will probably want to put this in about 3 months they would want to put it in as a committee follow-up on progress. Thank you gentlemen, I will encourage Ann to stay in touch with you and that we have some commitment here on these items and this was good feedback. Thank you so much. On that note we will be going back to our regular program which is the Automotive CIP and I am going to ask... I guess Keith... are you going to come up? Are you going to join Larry up here? So Keith Suga. So we're going to do it in the outline that was laid out starting with CIP updates on the Auto Maintenance then the Building Division and through that list. Do you have this list by chance Keith?

KEITH SUGA, COUNTY CIP MANAGER: Yes. Good morning Chair, Good morning Vice Chair and Councilmembers, Keith Suga, County CIP Manager. Chair if I could take a few minutes in the beginning here to kind of do an overview of the CIP Program?

Chair Furfaro: Yes.

Mr. Suga: Okay.

Chair Furfaro: And first of all before I...I just want to tell you how very pleased we are with the work you've been managing for us. The contributions, the spending, the project completions and in fact two projects this year that actually came in under budget so I wanted to just say that you certainly have been a big contributor to our success in getting these done and so I personally thank you.

Mr. Suga: I appreciate that, thank you.

Chair Furfaro: And also on that note I need to turn the meeting over to Mr. Rapozo from here but you go ahead with your overview first.

Mr. Suga: Councilmembers I believe this chart was handed out to you folks yesterday so I want to start by identifying back in fiscal year...back in fiscal 13 for the entire fiscal year 13 of the 64 million dollars budgeted in CIP. We spent or

encumbered about 23 percent and to date currently for fiscal year 14 of the 49 million budgeted appropriated for fiscal year 14 we are at 40 percent spent or encumbered, with still 3 or 4 months left with the FY-14. If you look at the table or the bar chart in front of you, the purple is what is encumbered balances and the blue is what was spent or encumbered and I we have it broken down by the Departments... Public Works, Parks, and Miscellaneous comprises all of the other departments within CIP. For Public Works by doing the math the percentages comes out to about 40 percent of Public Works budgeted dollars that they have spent or encumbered. For Parks the 6 million that was spent or encumbered equates to about 42 percent and in the miscellaneous category there is about 38 percent that has been spent or encumbered to date for FY-14. I think that kind of shows a trend in a good way and the improvements that have been made across the various departments within the CIP Program of trying to get projects out in an efficient manner and being able to encumber and also spend the monies and move the projects along.

We can go to the second page. Now this speaks more to the proposed Fiscal Year 15 CIP Budget and I am just showing a breakdown of the total dollars appropriated, Public Works accounts for about 53 percent, Parks accounts for 32 percent, and Miscellaneous all the other departments account for about 15 percent. If we go to the next page it is just a further breakdown within the Public Works Department itself and you can see the various divisions and their breakdown of the 21 million or so that resides in Public Works. The last page is really just a breakdown of Parks and their breakdown is of the various districts, all the projects in the various districts and the percentages that kind of shows the spread out of the funds throughout the various districts. With that what I would like to do at this point is maybe go over this worksheet that I provided for all of you, all of the projects and dollars that are on this worksheet are similar or exactly the same as what is proposed in the ordinance that the budget analysts provided. I feel that this layout helps us go through the projects in an order that is easier to review and follow along and the order that the Chair represented earlier is exactly what is shown in this worksheet so we'll start with auto and go into building and engineering and so on and so forth. Just to give you a brief description of this worksheet, the first column project is just a project description or a project title. The second column would be the project i.d., that identifies the project, the third column the managing agency is the department who is managing the project, the next column over is for funding and shows the different funding sources for the projects, the 3 next column is the unencumbered balance as of 1-21-14, next column over is the project manager responsible for the project. The status column shows the current status of all the various projects, the next column over which is entitled change would represent the pluses or minuses that are being proposed in front of you for fiscal year 15 budget and the far column on the right would be the total including those changes. The projects that are highlighted in yellow are the new projects being proposed so that helps identify it for you folks. Like I said we will proceed in the order as Chair mentioned and the first set of projects that we'll get into is the Automotive Division and I think Larry wants Dwayne to come up.

DWAYNE ADACHI, AUTOMOTIVE DIVISION: Good morning Councilmembers, Dwayne Adachi, Automotive Division. I am here to speak about the CIP Projects we have. We can jump down to the third one on the first page, that is a project that is currently underway right now and we are in the process right now to bid for a contractor to install the components of the fuel system, which includes the fuel storage tanks and two fuel dispenser pumps and upgrading the electrical infrastructure. The next one above that is the second phase of that same project and we are asking for \$170,000 to address the issues at the Hanalei fuel site. It would be pretty much doing the same thing, replacing the pumps and the tanks to upgrade the infrastructure. The last one, the first one on the first

page would be the completion of the installation of the aim units on all of the county vehicles to complete the fuel master installation project. Do you have any questions? I can answer them for you.

Mr. Rapozo: Councilmember Yukimura.

Ms. Yukimura: So on these fuel tanks both at Hanalei and Kapa'a, is this diesel fuel?

Mr. Adachi: We would actually be replacing two fuel tanks, right now we have two storage tanks at each site, one for diesel and one for gasoline. We would be replacing those two with one tank with split compartments. One would be for diesel and the other for gasoline.

Ms. Yukimura: Oh I see, and that serves... does it serve Police and Fire and Public Works?

Mr. Adachi: It would be anyone who fuels from the County fuel sites, right now it is everyone except Transportation and the Water Department.

Ms. Yukimura: I am just aware that we are looking for base yard sites for the bus and my one thought was could we expand that parking lot by the...I just had it so it is totally un evaluated but by Hanalei Police and Fire is there any expansion space for a bus base yard? And could we share the tanks? I mean \$170,00 dollars is a lot of money, do we have to do that somewhere else to put in a base yard.

Mr. Adachi: I am not sure there is enough space at that sub-station.

Mr. Dill: There is not enough space to have a bus base yard in that area.

Ms. Yukimura: Okay, okay. How much of an area are we looking for in a bus base yard?

Mr. Dill: I have to refer that to transportation.

Ms. Yukimura: Okay, alright.

Mr. Rapozo: Let's focus on auto shop.

Ms. Yukimura: Well I was just looking for opportunity thank you.

Mr. Dill: May I add that Dwayne needs to replace all of his four fuel systems at the four locations so of course rather than doing it all in one year we're trying to do one every year for the next four years so these are the highest priority ones. So Kapa'a is underway with Hanalei to follow and will still have to do Lihue and Hanalei and that is reflected in the 6 year CIP so.

Mr. Rapozo: Hanapēpē.

Mr. Dill: I am sorry Hanapēpē and Līhu'e.

Mr. Rapozo: Councilmember Chock.

Mr. Chock: Do you know how old they actually are and the life span for these tanks?

Mr. Adachi: Oh how old the tanks are...I think we've had them...we had to dig up our underground fuel tanks and I think this was back in the eighties maybe and so we replaced them with the above ground storage tanks and right now the problem is the storage tanks are, the vent pipes are all corroded because they are not stainless steel pipes so they are embedded in the concrete tank and so actually the tanks have lived their life and we need to replace them.

Ms. Yukimura: Are we installing stainless steel?

Mr. Adachi: We are.

Ms. Yukimura: Very good. So what kind of life do we expect from that?

Mr. Adachi: Well it is hard to say these tanks are a different type of construction they are not like the tanks we have now are steel tanks with concrete encasement and the tanks we are moving to right now are steel inside tanks with a concrete encasement wrapped with steel. So that steel outside will require a certain amount of maintenance in 3 or 4 years just to protect the steel from corroding but with the proper maintenance we should get at least 30 years out of those tanks.

Ms. Yukimura: Excellent and the key was with the proper maintenance so I know you will set that up so it will happen. Can we ask about the fuel management system? That is yours too right? Is that okay?

Mr. Rapozo: Yes fine.

Ms. Yukimura: Procurement vehicle modules, I am sorry but what does that mean?

Mr. Adachi: It is the main modules that we install in each vehicle. The A-Modules is an information storing device that is mounted on the vehicle that communicates with the fuel site and transmits data and stores data and it lets the site know which vehicle is at the pump, which vehicle is requesting fuel and what the mileage is and all of that specifics.

Ms. Yukimura: And when we retire the car...

Mr. Adachi: We take the module out and we install it in another vehicle.

Ms. Yukimura: You put it in another vehicle?

Mr. Adachi: Yes.

Ms. Yukimura: Okay great thank you.

Mr. Rapozo: Any other questions?

Mr. Dill: I have a question? I just want to mention there are 4 more automotive projects that we listed on the list that Keith provided for you. The next one motor-pool development will actually leave that to OED, to lead that discussion and that will be deferred to their presentation. The next is the FEMA Match Projects that was back from the March, 2012 storm when we experienced some damage to these vehicles and so they have kind of run through the auto shop as they coordinated the efforts of the repairs but those are completed so there done.

Ms. Yukimura: Okay.

Mr. Rapozo: OED?

Mr. Dill: Automotive (inaudible)

Mr. Rapozo: Yes, why would that be in OED?

Mr. Dill: They were the agency determined to coordinate with all the agencies that would be affected for setting up the motorpool, again it is sort of efficiency effort organization.

Ms. Yukimura: Energy.

Mr. Rapozo: Energy?

Ms. Yukimura: Energy efficiency.

Mr. Rapozo: I can by that for some reason, energy efficiency.

Ms. Yukimura: It will be.

Mr. Rapozo: It is a place holder for the funds.

Mr. Dill: Yes but they are the lead agency in the way it is working out.

Mr. Rapozo: But I am assuming that motorpool would be...I mean who's going to run motorpool once it is been established?

Mr. Adachi: We're still in the developing process of the project so...

Mr. Rapozo: I am assuming it would be you?

Mr. Adachi: We would have a certain amount of...

Mr. Rapozo: Certain?

Mr. Adachi: Yeah.

Mr. Dill: I think it will be Dwayne and Dwayne is involved, very deeply involved in the project and the development of the project.

Mr. Rapozo: Please consider that.

Mr. Adachi: What it is we actually maintain the vehicles anyway regardless and actually what it is we are trying to streamline the fleet, reduce and get rid of all the older vehicles we do not need, get rid of those and down size the fleet and try to pull all the vehicles into one.

Mr. Rapozo: Dwayne I think that is been my suggestion for many, many years to copy the military. I think I brought that up many years ago but my question is...I mean if you need the motorpool-the vehicle experts to run that program I guess is my concern.

Mr. Adachi: Well there is a certain amount of involvement from us but actually it is not entirely up for us to run that pool because a lot of it will be done by software. It is almost like how a rent-a-car is run like scheduling the usage of the vehicle.

Mr. Rapozo: Right and the marketing department of the rent-a-car do not run the fleet.

Mr. Adachi: Right but to burden us with all of that and the responsibility...

Mr. Rapozo: And again Dwayne, I am not saying to do it with your existing staff. I am saying at the time we are ready to unroll this new program it is going to have to come with the support there is no doubt about it. So, I am not saying you have to take on this new program without any additional resources but I realize we're in the developing stages right now.

Mr. Adachi: We are trying to get this done with the least amount of additional personnel as possible. We are trying to...

Mr. Rapozo: And OED...what does OED have?

Mr. Adachi: We can let Steve...

Mr. Rapozo: Yes, please. I am just confused because it makes sense to put the vehicles in the vehicle section.

STEVEN A. HUNT, Director of Finance: Yes. Steve Hunt, Director of Finance, for the record. The actual initiative started with Finance and we looked at this as a cost savings measure. To the point where we have it today, we still view this as a pilot. We are not looking at every vehicle or every car coming to the pool. There is going to be

restrictions. If we pull in some Public Works vehicles or trucks that are Highway funded, only people who are in the Highway Fund can use them. So, there is a lot of variables that go into that. Initially, we looked at cars that were being under-utilized, also cars that are older and requiring a lot of maintenance to come out of the fleet and that is where we are starting with. I think we have identified about twelve (12) cars that we would like to retire from the fleet, and get to the point where it is actually somewhat self-managed. The site location will be in the back of where Brandon's Information Technology (IT) office is, towards your building, the parking lot in that area. The intent is to actually have the either the Frequently Operated Button (FOB) key or card. The same frequency will actually go up to the door and be used to open the vehicle. The keys will be inside. So, we will be using that and we will have a tracking mechanism with that as well, Global Positioning System (GPS), so that we will know if someone is speeding. There will be other information we will be able to get from that, but because we are initially starting as a small project, we do not anticipate additional labor at this point. The only concerns we have, and I think we have addressed is, the washing of the vehicles, the cleaning of the vehicles, as well as the regular service. When you are pulling a motor vehicle out of the pool for a certain period of time to have them serviced, there is going to have to be a runner essentially to take them to the automotive shop because it will be physically located in the Civic Center area and we need to get them to the automotive shop, but the actual software itself will identify conflicts with the vehicles. So, if any one specific vehicle is not available, it will tell you. We will have to work again, on enforcement policy. If someone checks it out from 8:00 a.m. until 12:00 p.m., but does not bring it back until 2:00 p.m. and someone had a back-to-back on that vehicle starting at 12:00 p.m., how do we deal with trying to have those buffer zones or enforcing? So, again, because it is in its pilot phase and because OED has been very helpful at looking at energy savings and trying to identify the hybrid vehicles, trying to identify ways to save money, it has been really a joint effort between OED, Finance, and Public Works Automotive. If it gets to a much larger capacity, then we will likely put this under Public Works Automotive, I think, is the location that we are looking at, but until we actually need bodies and resources to do that, we are trying to keep it within house and do it without additional staff.

Mr. Rapozo: Well, I think a successful motorpool program would help this County a whole lot more money than what it would cost in resources to run the program. I mean, that is just a given. I can tell you that. It is just that I have personally, through my own experience with the military and motorpools, it is just I have never ever seen anything like that, that in fact the base yard would be at the shop. It makes no sense to me to even go take a vehicle to the Civic Center and then it has to go service and you have to go get a runner now to leave their job to go take the car down. It just...and I understand it is a pilot and I will play along with this for as long as I can stomach it, but it just makes sense. I do not know if we even have any motorpool policies. Do we have motorpool policies from anywhere else that does it or maybe the military?

Mr. Hunt: Again...

Mr. Rapozo: We are just going to try and wing it on our own?

Mr. Hunt: We are going to try and to establish our policies on that.

Mr. Rapozo: How about we copy somebody that is working? Then, I think we can...I mean, the pilot is good, but you copy somebody.

Mr. Hunt: We are. We have reviewed other policies.

Mr. Rapozo: Any other questions?

Mr. Dill: And Councilmember, we do not have any room to store the County vehicles at the automotive shop anyway. That is one of the realities we are trying to deal with.

Mr. Hunt: And most of the people that will be using it are based in the Civic Center anyway. So, getting to adhere to a different base yard would be somewhat problematic unless we are shuttling people, which again, how it staffed an additional vehicle.

Mr. Rapozo: Any more questions? Any more questions for automotive? If not, thank you, Dwayne. Good job, as usual.

Mr. Adachi: Thank you.

Mr. Rapozo: Okay, Doug. You want to do an overview of Buildings and then we will open it up for questions?

DOUGLAS HAIGH, P.E., Chief of Buildings: Doug Haigh, Department of Public Works, Building Division. Our CIP program is fairly modest this year. Actually, a lot of our projects are not shown on this, which are primarily the bike path projects. Our key projects this year, we have finally finished all of our Americans with Disabilities Act (ADA) projects from I guess, about fifteen (15) years ago. The Kapa'a Hockey Rink project was our last contract that we did in coordination with Parks Department. So, that has been a long process. 'Eiwa Street and Hardy Street improvements. We are trying to merge the two (2) to some degree. We will be before you folks hopefully in a couple week...April 9th. We will be doing a presentation talking about both projects and Lihu'e altogether. We are looking at 'Eiwa Street, we are calling this a transit mall concept actually. We are looking at an opportunity to utilize the Federal funds with the Hardy Street project to do some of the initial improvements into 'Eiwa Street, and primarily that would be relocating the bus stop from Hardy Street to 'Eiwa Street and providing the ADA connections from that bus stop to Hardy Street, Rice Street, Historic County Bridging, and the Pi'ikoi Building. Then we will be giving you a lot more information on that very shortly. Hardy Street improvement project. It is under construction. This is a design-build project. The unappropriated surplus is our contingency funding and that project is moving forward. We are actually supposed to receive our fifty percent (50%) design drawings tomorrow and we are looking at an early start to take advantage of the elementary school summer vacation. So, we are looking at an early start in May. We also have a public information meeting scheduled for the evening of April 9th also. So, that project is moving along. We are coordinating with Hawai'i Department of Transportation (HDOT) and Federal Highways on the issues for the project. Yes. I invite you all to come to that meeting on April 9th. It will be at Wilcox School.

Mr. Rapozo: You folks always schedule it on a Wednesday.

Mr. Haigh: Excuse me?

Mr. Rapozo: It is always scheduled on a Wednesday, the public meetings. I do not know why.

Mr. Haigh: Well, we are trying to encourage you to keep short Council Meetings.

Mr. Rapozo: I like that.

Ms. Yukimura: And not ask you questions at the meeting?

Mr. Rapozo: I will.

Mr. Haigh: Historical County Building. We finally closed the contract for our improvements here. Līhu'e Civic Center site improvements project. Same. Actually, that is kind of rolled into the 'Eiwa Street, which is the next phase of the Līhu'e Civic Center site improvements project. Kapa'a Base Yard. We are completing that project. The Kapa'a Base Yard structural renovations. We are in the final close out phases of that project. Moanakai Road Seawall construction. This project is pending our 401 permit and it actually will be the 404 permit also. We are waiting for the United States (U.S.) Army Corps of Engineers for their final approval. The date of that approval is uncertain. It has been pending for about a year now. The last correspondence, the last submittal we mad to the U.S. Army Corps requirement was a year ago and we are waiting for their response. This also kind of ties into the Pono Kai Seawall. We made the decision to put the funding in the CIP budget to Moanakai Seawall, but the strategy is whichever one comes available first is the one we will try to move forward. So, it is possible we may come back with a request to Council to shift those funds to the Pono Kai Seawall project if that one becomes available first. We have the same type of permitting issue with the Pono Kai Seawall. Actually, we did get our permit, but we revised the design to greatly reduce the construction cost and we will be going back to Department of Health to amend our permit and we are not certain how long that process will take. Hopefully, within a month or two (2), we will be going back to the Department of Health. Pi'ikoi Retrofit Project. We are closing that one out. Security renovation, Mayor's Office. Small project, ongoing changes. Kalāheo Fire Station and the Kōloa Fire Station are two (2) similar projects, which we are working on finalizing our bid documents and going out to bid on. Kaiākea Fire Station. We are working...this one, we have been dealing with a lot of corrosion issue and hopefully we are getting them resolved and be able to close out this project. That is a challenging site. The Island-Wide Bike/Pedestrian Path Fund which was discussed earlier. My understanding is this fund, actually in the CIP budget, does give the Administration authority to expend it for bicycle safety programs. So, I believe the presentation this morning would be something that would be within the Administration's authority to spend if it is designated appropriate by the Administration. That is kind of the highlight. We are working on Kapa'a Substation User Needs Study that was funded. We got our initial draft report in this week and we are reviewing that. We are not going forward with any requests for construction money at this time for that project or design moneys. We are going to digest the user needs and then from there, probably the earliest we would be doing is coming back in Fiscal Year 2016 for a design and construction money, if that is deemed appropriate. We have done a lot of improvements to the new location for the Kapa'a substation, which is at the Kapa'a Armory. Sorry, for some reason I was forgetting that. There are challenges with utilizing that space and it is a time limited lease. Hopefully, it can be renewed, but we are working through some of the challenges of utilizing that space at this time. That is an overview. Yes, I did skip Salt Pond. That one, we are working with

Parks and Parks is taking the lead on that project. The Parks Department has really stepped up on their project management and they are doing a really good job, their managers. We help them a little bit, but they are doing it. So, with their capabilities expanding, there is less requirements for the Building Division to assist them. We have been assisting them as-needed basis.

Mr. Rapozo: Okay. Just one (1) clarification. Moanakai Seawall. On you chart it says R.M. Towill Corporation contacted the in COE in January of 2014 and was told that there permit will be issued.

Mr. Haigh: It will be issued, but the timing of when it will be issued...actually, I have done follow-up phone called with U.S. Army Corps of Engineer and the project manager involved. She has everything. I offered to write up her letter for her, have our consultants...because that is what we do with Federal Highways a lot. Our consultants take care of a lot of the grunt work, but she said, "No, I have to do it on my own." She has to do kind of like a mini Environmental Assessment (EA) in the final documentation of the project and it is just a matter of her getting the time to do it.

Mr. Rapozo: But we have met all the requirements and we should be okay?

Mr. Haigh: Yes, we should be okay. I would be very surprised if some issue came up.

Mr. Rapozo: Councilmember Hooser.

Mr. Hooser: Yes, thank you, for the presentation. I noticed that there a lot of projects, quite a few actually, that is using general funds. So, what I will being doing is sending a communication over. Any projects that are general funded where legally, they could be bond funded assuming there was the money available, I would like to get a copy of that. The Pi'ikoi Engineering, I think, is a big on. The Complete Streets, Kōloa-Po'ipū, it is three hundred thousand dollars (\$300,000) of general funds. Something like that if it could be bond funded. Again, assuming the funds were available. I understand that we are moving things around. There are a few specifics. Again, Pi'ikoi interior renovation. It says a mixture of bond and general funds. Federal Emergency Management Agency (FEMA) matches for road repairs, that kind of thing. So, would you be able to provide a list like that, of any general funded CIP projects where legally, we could use bond funds if they were available?

Mr. Haigh: Yes. Our CIP Manager works very close with the Department of Finance on those issues and some of our funds are fairly restricted, the Bond Funds but they can best address that question.

Mr. Hooser: Okay so and yeah in the parks also there are some areas so if you can do that and I will put it in writing to you. That will show us whatever flexibility we might have if the bond funded projects that aren't going to be able to be done we can make project shifts some of those funds into the general funds and free up general funds.

Mr. Dill: Councilmember can I ask that you direct that to the CIP Manager, he would be the appropriate guy to respond to that.

Mr. Hooser: Okay great, so we will send something over in writing. Thank you.

Mr. Rapozo: Councilmember Yukimura.

Ms. Yukimura: Can you explain the Kalāheo Fire and Kōloa Fire Station improvements.

Mr. Haigh: This was a project that started several years ago and traditionally it would have been funded under the operational budget but there was a movement at the time to try to shift that. Since it is in the CIP Budget when we look at and this is part of our repercussion of our limited project management staff. It just kept dropping in the priorities so it is taking a lot longer to get it to the ready to bid and basically it is a major painting, roofing, that type of project, significant improvements that could possibly be added to the asset value.

Ms. Yukimura: Okay so it is maintenance in a big way sort of, it is major maintenance?

Mr. Haigh: Correct and traditionally it will be in the operational fund and a one year decision was made to throw it into the CIP.

Ms. Yukimura: I see and again I like it because if it is sustaining or lengthening the life of our buildings that is which I presume it is doing right?

Mr. Haigh: Yes.

Ms. Yukimura: That is very important especially if it is an essential service like fire protection. Keith I just want to ask you first of all I really like this format thank you very much. Bond 05 and bond BAB, did we float the bond in 05?

Mr. Suga: That is the bond 05 is the bond issuance from 2005 and the build America bonds, the build America 2010.

Ms. Yukimura: Oh it is build America, okay, okay, great. Thank you I understand that than. I just want...since we're closing out the Historic County Building, just say a big thank you because as I have said before it is a pleasure to work in this building and it was a really well done job as it has created beautiful space and preserved this very Historic Building so thank you for that.

Mr. Suga: You're welcome.

Mr. Rapozo: Thank you, Councilmember Bynum.

Mr. Bynum: Yes thank you for this report and I do really like the format and the consistency of reporting, thank you. I just want to go back to this issue before where the dividing line is between repair and maintenance that is in the general fund right and projects that meet the criteria for CIP. So we're pretty clear now in our current practice like where that dividing line is and where the criteria is.

Mr. Haigh: Yes I believe a project like Kalāheo Fire Station now would be funded through the operational budget.

Mr. Bynum: (INAUDIBLE) usually every year I look at that really closely (inaudible)

Mr. Haigh: It met critical needs but we did greatly reduce the amount of operationally funded projects. One way we reduced it was shifting to the parks department, some of the buildings that we traditionally would have taken care of they are the managers of and now they are taking care of the renovation projects. Also we really need...we were getting fiscal restraints and we're getting a breather to get caught up and our goal too is to further populate the data base of our maintenance program so that we do have a stronger programmatic maintenance program.

Mr. Bynum: Similar to the (inaudible)so that is good work and I agree. Thank you very much.

Mr. Haigh: You're welcome.

Mr. Rapozo: Thank you. Any more questions for Doug? Doug you mentioned that the bike path projects weren't included in the spreadsheet?

Mr. Haigh: That is correct.

Mr. Rapozo: Can we get a spreadsheet that includes those projects?

Mr. Haigh: Yes.

Mr. Rapozo: Any reason why it wasn't submitted?

Mr. Haigh: Because it is not utilizing bond funds/general funds.

Mr. Rapozo: Okay.

Mr. Dill: No county funds.

Mr. Haigh: Yeah it is really kind of outside of the budget to some point.

Mr. Rapozo: Right but if you could get that.

Ms. Yukimura: That would be good.

Mr. Rapozo: Yeah so we could see the scope. Go ahead Councilmember Yukimura.

Ms. Yukimura: Yeah coming back to Hardy Street and Eiwa Street. What is the total amount of construction for Hardy Street?

Mr. Haigh: I believe we are at about 7.5 million dollars and that actually is designing construction because it is a designed built project.

Ms. Yukimura: And it is a STIP Project?

Mr. Haigh: Yes it is a STIP Project.

Ms. Yukimura: So that 7.5, is not all county monies?

Mr. Haigh: Eighty percent Federal Highway Funds.

Ms. Yukimura: Okay, okay.

Mr. Haigh: And we are trying be able to pick up the Eiwa relocated bus stop portion so we can utilize the Federal Highway Funds so we do not have to spend a 100% county funds.

Ms. Yukimura: And on the ninth which is next week Wednesday, you're going to come back to us and report on the results of this experiment that we've done here and tell us what your plans are for the actual circulation and design?

Mr. Haigh: That is correct and also we will be reporting on the interim during construction phase as far as what sort of circulation we're expecting.

Ms. Yukimura: Alright we will wait until next week. Thank you.

Mr. Rapozo: Thank you, any other questions? Thank you
Doug.

Mr. Haigh: You're welcome.

Mr. Rapozo: This spreadsheet really makes it easy, thank
you.

Mr. Suga: No problem.

Mr. Rapozo: Engineering, Good morning, If you want to introduce yourself and give us an overview of your projects than we'll have questions.

MICHAEL MOULE, Chief of Engineering: Good morning I am Michael Moule and I am the Chief of Engineering and Larry and I are going to tag team just a little bit since I am new. I just joined the County about a month and a half ago so I am still getting up to speed on some of the projects.

Mr. Rapozo: Oh we have to give him the "new-be" the
"new-be" treatment.

Ms. Yukimura: And what's that?

Mr. Mole: I am not sure what that means either.

Mr. Rapozo: It means you're in the hot seat right there.

Mr. Moule: So yeah Larry and I are going through these and Larry's going to lead and I'll talk on a few specific projects, but he's going to talk on most of them this morning, so I'll turn it over to Larry.

Mr. Dill: So we're starting from the top at Aliomanu Road is a project we've been pursuing for a while and we have the necessary permits now. The one thing we're trying to resolve as soon as the construction of that road involves some encroachment under the DHHL Property we've been working with and to acquire the necessary rights be that conveyance to the land right eventually or a grant of easement. We do a lot of work for DHHL already as you are aware by our revised statues we are required to maintain their roads for them. They are looking for a little bit of extra work we can do as a little bargaining if you will and so we are negotiating that right now. So by completion of that we will get the right of entry and we will be able to put this project out to bid so we anticipate that will happen as you can see by the spreadsheet by the middle of next Fiscal Year, Fiscal Year 15. The 'Anini Bridge Project, this is a project that we are looking at doing the design in-house and so we have been working on those plans but also the construction plans have turned out to be a little more involved than we anticipated due to access issues. We thought we would be able to provide access by another means which didn't turn out to be possible so we're going to have to build this bridge likely one lane at a time in order to provide continues access for all of the residents out at 'Anini Beach Road. A little more complicated than we had originally thought, the original access plan didn't pan out unfortunately.

We are working on those plans and hoping to get construction bid out and I do not think it will be now the second quarter Fiscal Year 15, but it might be. Auto shop improvements and I think Dwayne touched about this actually during his operating budget session. This is another project we're doing in-house and we anticipate that the construction drawings will be finalized this month or actually next month in May and be out to bid by first quarter Fiscal Year 15, and that is coming up pretty soon as well.

Mr. Moule: The next one is the (inaudible) bridge inspection and I just talked with our bridge engineer here and a little update on what's written here. We have evaluated the resumes and we've selected a consultant and the Attorney's Office is re viewing the contract now so that is where that is. This is an ongoing thing we do this every year, inspect the number of bridges and that one is every two years... sorry thank you Keith. The next one the Complete Streets Projects –Kōloa-Po'ipū Projects was actually one that I worked on as a consultant last May before I joined the County this Year on the charrette that happened last May. As I understand it the people that I work with is the other consulting firm that worked on that is working to finalize the charrette report on that. The funds that are shown in here are for matching the construction funds with this and it will be a STIP Project, it will be 80% Federal Funding and 20% match on that and the funds from that... go ahead.

LYLE TABATA, DEPUTY COUNTY ENGINEER: Yeah and we wanted to clarify, Lyle Tabata, Deputy County Engineer for Councilmen Hooser even though it is listed as General Funds its CFD Funds which was transferred in the money bill so we cannot use this fund, it is not accessible.

Mr. Rapozo: I think we will need Finance... not now, later let's finish this spreadsheet and highlight your little blocks and we'll come back so we do not get distracted.

Mr. Dill: Okay and speaking real quickly these funds came from the Community Facility District Funding that was provided by the developer and there were actually three projects that they provided funding for and this is one of the three identified projects by that CFD issuance.

Mr. Moule: The next one our complete streets safety improvements on Waikomo Road. This includes some re-striping to improve walking connections to Kōloa School as well as some minor widening of pavement to also add a pedestrian walkway along the road, all the way from Po'ipū Road out to Wiliwili Road I believe. It does require some widening and the design of work is largely being done in-house and we anticipate doing the construction on that in-house as well although we haven't worked out the final details on that. The next one Complete Streets Safe Routes to School for Kawaihau Road is in conceptual design right now and that is taking place at this time. The funds here are for final design and we have this in the Federal Fiscal Year 2015 for Planning and Design steps so that is what our funds are to match those funds for final design. The status on that right now is the consultant is finalizing similar to the Po'ipū-Kōloa- Complete Streets Project, finalizing the information that came out of the charrette for that project and into a poster and other information about what's proposed and the actual designs that can be moved towards final design.

Mr. Rapozo: The fact that it is in bold should that mean something?

Mr. Suga: Oh yes thank you for reminding me. The bold and underlined projects are the Mayor's Holo Holo Projects.

Mr. Rapozo: Oh okay, Thank you.

Mr. Dill: The next project is the driver's license (inaudible) renovations and we're doing some safety improvements essentially over in the building where the driver's license building is.

Mr. Suga: Kapule.

Mr. Dill: Oh Kapule Building thank you, Just forgot that yes and so the designer work is complete for that and the \$40,000 is for construction and we anticipate that going out for bid this month on those improvements. The next 3 items are the Hanapēpē Bridge and this is actually the Hanapēpē Bridge and Pedestrian Walkway Replacement. We want to go ahead and rehab the bridge essentially will be making a bridge and also the pedestrian bridge. We have spoken to (SHIPTY) the State at Heart Preservation Division about this project, it is a federally highway funded project by the way and had understand that we had concurrence from them but recently received communication from them that they were drawing their previous comments, because they had some comments from some folks in the Community that was very concerned the way the pedestrian walkway was being handled on the bridge. Our intent now and we're still working with Federal Highways, DOT and SHIPTY, our intent is to change the scope of this

project to address only the vehicular portion of the bridge because we want to make sure we get that worked on. We will likely have to come back with a separate project addressing the pedestrian walkway only and re-visit that from the start probably. So the funding you see here is just so we can move forward in the vehicular portion of the bridge.

Mr. Moule: I will talk about under the road re-surfacing which is again one of the Mayor's Holo-Holo/20/20 projects. This project, the scope has been expanded from just resurfacing to really looking at complete streets at this point. We have awarded the design contract to A-COM and I do not know if that is actually finally signed yet but we just went through it about 2 weeks ago with the final contract negotiations in trying to change just the scope a little bit, just to base it on new staff and including myself being here, in reducing some of the upfront aspects in the complete streets analysis and evaluation and hopefully getting more product into the conceptual design. I want to further develop conceptual design out of this so this funds here are for preliminary design and ultimately we will need to be getting more funds for construction obviously it is in the Federal Fiscal Year 2016 for construction. It would be a STIP Project and we would need to identify later some funds to match that but not just yet.

Mr. Dill: One thing I will point out on there is you'll see that Keith has added a Project Manager Column and you'll see Project Manager Lee there and that is Lee Steinmetz, he is a Public Works Department Employee and we've been working a lot more closely on some of these projects that include community input so during the planning phases of the projects the planning department might actually be the lead with public works support as it moves towards design and construction that changes whereas public works will be the lead with planning support. I think that speaks to the communications between our departments to achieve these sorts of projects. The Hanapēpē Town Parking Lots Improvements, this is a project we did the design in-house and actually I just signed the notice to precede letter this morning so they will be proceeding with construction the middle of April...the middle of April I think the 14th so we're moving on that one. The Kamalu Bridge Stream erosion are the next two line items actually and that project is underway and the contract started October 13, Construction work is anticipated to be complete this month it being April. Kamalu Road culbert replacement, this is a project and we're also doing the design in-house...I am sorry did you want to speak on that one?

Mr. Moule: Yes sure. We are doing this design in-house and the design is mostly complete we're just trying to work out details but the railing for this because there's going to be a retaining wall so the cars won't fall off so we're trying to work out that and the detail out the railing which I think is the last piece we're working on right now, we were just working on that last week and that is about ready to go. It will shoot out to bid next month is the plan and so we're just trying to get the final drafting done at this point.

Mr. Dill: Kanaele Road. This is a design project and we've awarded the design contract and the consultant is R.N. Towell, as you can see in the notes that it involves 24 rights of entry agreements for us to negotiate in order for us to get on site and do the necessary evaluation of the property. As you can see we are halfway through the process of signing off on those agreements and as soon as that is done we will be able to move forward with this project. The Kapahi Bridge Replacement, we are working on the final permits and clearances for this project and we're trying to get this done in a fairly short order in order to meet the deadline for the Federal Fiscal Year 15 funding. I just want

to let you know that it is a challenge right now and I am not quite sure we're going to make that deadline but right now...

Mr. Moule: I did just receive a copy of the plans this morning so I haven't had a chance to look at it yet but things are moving.

Mr. Dill: Okay, things are moving so that is still a plan and it will be challenging to meet the deadline. The Kapaia Bridge Replacement, this is a project that is been ongoing as you know for a little while and we've spent a lot of time lately in trying to secure legal access to this property. As you know Kapaia Bridge was built by the Board of Supervisors many years ago and although the County owns the structure itself but it doesn't own the land it sits on, it has no legal access to the land. In order for us to complete this project we have to secure legal access so we have been working closely with our Attorney's office in order to secure all those rights of entry and easements, etc., to make that happen then we will be able to move forward with this project.

Mr. Rapozo: So Larry that 2 items that is not the main bridge? You're talking about the swinging bridge right?

Mr. Dill: Yes, correct that is the swinging bridge.

Mr. Rapozo: Thank you.

Mr. Dill: Keapana Bridge replacement, I confess I am actually not familiar with this one and this is an old project that is complete. Kokee Road resurfacing is a project also that is complete. We resurfaced the road from Kekaha up to where it intersects with Waimea Canyon Drive in two phases so this is the second phase that is complete. That is the next two line items there... Kōloa Lighted Crosswalk, that is another project that is complete, provided the rapid rectangular flashing beacons at Kōloa School. Kōloa Road safety improvements in the next 2 line items as you can see it actually has a typo there the first line says out to bid construction early 2014 and its actually early fiscal year 15 is what that should say there consistent with what's in the second line down there.

Mr. Moule: Lae Road safety improvements are a guardrail project essentially to protect a few slope areas along the road. It is been awarded contract for construction and it is going out to bid this month so it is ready to go. The Līhu'e Bypass Feasibility Study, we have a contract for this feasibility study that is being done right now by (SSFM) is the consultant on that and I've worked with him a little bit and I am familiar with what they're working on and it is moving right along at this point. We are waiting at this point; they are preparing the draft study essentially.

Mr. Dill: The Niumalu Bridge replacement is the bridge down at Nāwiliwili. This is another bridge that came back with a poor inspection report so we have a steel plate on that bridge right now while it is waiting for us to re-design or to design and construct. We plan to do the design in-house as well for that bridge. The next line is the Kōloa Bypass, I think if you're aware we've completed all the EIS work and there was funding for that provided by the developer. In order for us to complete the project... not the project but the environmental and acquire the land, we have exhausted the developer's funds and have almost \$32,000 left there which is necessary enough for us to complete that transaction. Opeaka'a Bridge replacement and I will mention several (inaudible) on Puapae

Bridge replacement and two of our County Bridges in Kapa'a. We are close to finalizing both of these projects so we can see where anticipating the environmental assessment findings of significant impact both later this year. Right now we are both scheduling in the next cycle for the STIP funding construction for both of these for STIP funding in Federal Year 16, so you would see us coming back next fiscal year 16 for county funding for these projects. The Piikoi interior renovation we have selected the consultant here and in the process of executing the contract there has been some delays on this project as we try to finalize the scope of work as you know, Big Save came into the picture and there were different uses that came into the picture that were purposed to Big Save for a period of time. Those have finally been resolved so now we can finally move forward with this project because we finalize what is going to be and what is not going to be this far, so finalizing that contract and we will be moving forward this fiscal.

Mr. Moule: I will talk about Puhi Road and the construction and rehabilitation it is a complete not just resurfacing but complete reconstruction of the pavement surface because it is really torn up as you probably all know if you've ever been out there. In the last week or two we've been working with the consultant to do some design adjustments to better incorporate complete street elements in to that and we're still anticipating getting this done by May and we are working with them in making the adjustments right now. Those are the next two lines there... Puu Road improvements we have a consultant on board who is essentially evaluating that road for road safety issues in needing guardrails, site distance, other aspects and we reviewed the draft report and awaiting there next version of the report after our comments.

Mr. Dill: Okay and I have already spoken about Puapae Bridge so we can look at the Rice Street crossing improvements. The Rice Street crossing improvements...this project we're looking in to do some sort of complete street efforts on Rice Street in the vicinity of the Lihu'e Town Core Plan, it will mesh with our projects of the Eiwa Street Mall and the Hardy Street improvements. Honestly, we've been waiting for Michael to become involved since bringing his complete streets know how to the table on this project so will be scoping this out and planning this, this year in the Engineering Division. The next line is the speed from traffic problem and this is basically a pot of funds we use and we have to build a speed hump in the neighborhood so that is available for us to use for that purposes. The twin reservoirs as you know the County is a co-owner one of I think 8 owners of the twin reservoirs project. We have agreed together that the goal here is to decommission this reservoir, decommissioning of the reservoir will have downstream flooding impacts and the County has secured information be contracted with the core of engineers who provided with analysis of the downstream flooding impacts. That resulted in the need to update the existing FEMA maps, and so we want to take the information provided by the coronal, update the FEMA maps and proceed with the decommissioning of the reservoir. This line item you see here is for the portion related specifically for the updating of the FEMA maps for the twin reservoirs decommissioning. The Pa'a Road Drainage study, there's concerns (inaudible) road is this road on Rice Street right across from here that goes down the hill to the valley, there's concerns about flooding down there and working with Grove Farm Museum because they own the Railway right of way that is the embankment down there. They will be doing some construction improvements to address storm drainage issues so we are partnering with them on the project and we will provide a plan that will help show a Colbert storm drain running from Wa'a Road over to where they're going to be doing some improvements connecting to those improvements to alleviate flooding problems there. So that is going to be another project engineering division will be doing the design in-house.

Mr. Moule: I will cover Alana Bridge is the pedestrian walkway replacement and we talked about this briefly yesterday, it is that little bridge for pedestrians walkway next to the road bridge at Knudsen Park near Kōloa Town. That one we're finalizing at that is another project that is being designed in-house and we're finalizing that design. I have seen the plans from that last week and we are trying to work with parks to at least connect the Mauka end of the bridge with a sidewalk connecting to the walkway in front of the park. That is something we're trying to add there and we are in conversation with parks about that because that was something that was overlooked earlier but we're trying to work that out as well. In connecting the other end of the bridge to Kōloa Town is much more much harder thing to do and we're not planning on making any plans right now just to get the bridge in place now and that would be a later project.

Mr. Dill: Okay the next project I actually touched on this morning because the projects been completed in closing out the funding and you'll see when we come back with the May submittal that these funds \$112,000 are going to be used for the Owai Road guardrail project. The Salt Pond waste water improvements as you are aware we have had some concerns about the waste water system, the septic system down at the Salt Pond Beach Park. We are right now in the process I believe of signing the contract with the consultant in order to take a look at different options for addressing the waste water issues and they will be doing the final design as well. The actual design contract is in the neighborhood of \$100,000 so if we can get that done soon enough we will be able to use funds remaining from this balance for the construction purposes to implement the proposal that they designed. The helicopter hanger pad... if I may I would like to come back to that one please. I need to get up to speed on that one. But if we can we can go ahead with questions now Councilmember Rapozo?

Mr. Rapozo: If we can start on the top of the list page 3, 'Aliomanu Road and work on the projects one by one and let's just try to get through this. Mr. Bynum.

Mr. Bynum: You say we have to go one by one?

Mr. Rapozo: I mean not one by one but let us start on page 3 and let's just go down the list so we're not going back and forth if that is possible. I marked mine so I think... 'Aliomanu Road? Okay.

Ms. Yukimura: On 'Aliomanu Road does the road that we are improving support any DHHL homes?

Mr. Dill: I do not believe so, it is the road that is right along the water and the DHHL Property is Mauka. It is hard to be Makai being along the water. It is Mauka from there to the highway. So I do not think it provides any access to DHHL land. There is a very small encroachment to their property that we need to get.

Ms. Yukimura: Okay. That is all I have on the project.

Mr. Rapozo: Okay. "Aliomanu Road? 'Anini Bridge? Auto Shop Improvements? Biannual bridge inspections? Complete Streets Kōloa-Po'ipū?

Mr. Bynum: That is 100% CFD?

Mr. Moule: The money shown here is CFD funds yes.

Mr. Bynum: The next one down Complete Streets, Kawaihau
I want to ask about.

Mr. Rapozo: Go ahead.

Mr. Bynum: This is a changing approach in terms of putting
it on the STIP. This is primarily around the intersection. Is there conceptual design at this
point or that is what you have awarded?

Mr. Moule: There is not a conceptual design...well, there is a
very conceptual design.

Mr. Bynum: We will talk about that later, but this going with
this project to STIP is new to me in this. I am curious about the time. This is a project that
I am very, very interested in and, in fact I think I helped to put funding in to begin this
project a few years ago.

Ms. Yukimura: You did.

Mr. Bynum: So I just want to get a sense of where it is going
and what the timeframe is?

Mr. Tabata: You are right and we are finding that the
improvements...the permanent improvements that we are looking to implement from the
initial community charrette that we had, we feel that we need to be able to leverage the
funds that have been put aside for us by putting the project on the STIP. So that question
we can do the permit improvements and harden it, versus just do it with paint. So we have
it in phases, the initial quick-fix safety improvements and then the midterm and longer
term.

Mr. Bynum: I can follow-up separately with more details.
Unfortunately I was ill when you had the charrette and I kind of lost track of it. That all
makes sense to me, Lyle. STIP is something that we have to wait in line for. Is this five
years out?

Mr. Tabata: Right that is why we are trying to get on the
STIP now and we need to have our matching funds to get on the STIP appropriated ahead
of time.

Mr. Bynum: Understood. But we do not know how long it
would take for this come up in queue, right? Do you have a guesstimate? This is not next
year? This is several years out, you think?

Mr. Dill: We are planning the next four-year cycle which
starts with the Federal Fiscal Years, 15, 16, 17, and 18 and we are planning for that cycle
and that has not been finalized, but that is the proposal we are making to Federal DOT.
And Federal Highways.

Mr. Bynum: We will follow-up with the STIP. I used to meet with you every month and I am not the Chair there anymore. So I just want to get up to speed. Thank you.

Mr. Rapozo: Councilmember Yukimura.

Ms. Yukimura: Yes. I have questions about Kōloa-Po'ipū Complete Streets, but I want to finish Kawaihau first, if that is okay?

Mr. Rapozo: Kawaihau is after? The Kawaihau Complete Streets. It is after Kōloa-Po'ipū.

Ms. Yukimura: Since we are there already to finish up there and go back. Just a suggestion for this format, one thing that is missing is actually a project description. It is sort of assumes we know what it is about and maybe a few words in the project column might help later on or next round. Because even for the public that is viewing this, it would be helpful to kind of understand what the project is about. As I understand it and I am asking to make sure, it is that project right outside of Kapa'a Elementary School by St. Catherine's, where there are five streets coming out, right? I do want to acknowledge Councilmember Bynum, who has been a bulldog on this issue, trying to get its potential realized. So conceptually, it is to put in safe walkway for kids coming down from Kawaihau to the school and accommodate for that sort of place where cars can come out from all angles?

Mr. Moule: I will give you a brief summary and fill you in a little bit. It includes improvements on several streets in that area. It includes improvements on Kawaihau Road, Mahelona Road and Halo Road, sidewalk improvements on most of those. It also includes the intersections of all three of those roads at the top of the hill at the five way intersection. The proposal is sort of a peanut about, round about double circles in a sense and that's what's shown...

Ms. Yukimura: Did you say a peanut round about?

Mr. Moule: Yes peanut round about is what it is being called by one of the consultants and it's what it looks like in the drawings and that's what controls the traffic there and slows the traffic helping the pedestrians moving through the area, students, kids, everyone, high schools students, elementary school students and residents in the area move through the area. It also includes walkways in different locations along each of those three roads.

Ms. Yukimura: Okay well thank you for the description. I have to compliment you Michael on your pronunciation of Hawaiian Roads, Hawaiian names for roads; you have really caught on quickly. I think it's an exciting project that will bring a lot of benefits and most of all safe routes to school. I think that's...and right now you've awarded the conceptual design contract. It's not going to cost \$162,000 right?

Mr. Moule: The \$162,000 is for the final design.

Ms. Yukimura: The final what?

Mr. Moule: The final design which we proposed to be in the federal fiscal year 2015 STIP for planning and design and I think we're looking hopeful to go for 2016 for construction in the federal STIP. So that's what we're proposing but it's not final yet but that's in our current discussion.

Ms. Yukimura: Okay well it's very admirable that you folks have thought ahead on the time table and on fitting the STIP schedule and I look forward to seeing it completed.

Mr. Bynum: Yeah I want to go a little further with this because it is exciting and I have a couple of questions as well. In just for context the County put in pedestrian element years ago during the Kusaka Administration and it changed the character in the neighborhood, just having this little strip of asphalt and people got to know each other more. I heard right away that with this intersection I can't send my kids to school because the path is fine but right here by Saint Catherine's from here to there is scary and we heard that from parents and so it's a key intersection right next to the biggest schools we have on the Island, in the highest population center. So I think conceptually, initially the idea was hey lets deal with this intersection and I remember getting all the roads wit of Kawaihau and it varies from 50 to 65 feet here, 40 feet here, but it's like lets deal with this intersection and stub out just a few feet of what will be the complete street in the future with the pedestrian elements and the bike lanes because that's sufficient with. So is that still a concept that's going to stub out those extra ways that will logically lead to extending the complete streets further?

Mr. Moule: Our goal at this point is to do more than that with this project that we've created in the STIP. Because one ultimately and we don't know for sure because we're in the very preliminary stages of cost estimating so we don't have a good feel yet we have a general planning level idea perhaps but once we get further into the conceptual design we can report back on that. Of course the actual final design or a better feel of what can be built for that amount of money.

Mr. Bynum: Right and I just want to say that the vision was here's where we demonstrate what could go further up and down Kawaihau and connect to the multi-use path which is tantalizingly close in terms of... so that could lead to other STIP projects is my question?

Mr. Moule: It could.

Mr. Bynum: Because it's kind of like I thought okay we have a fifty-feet of what might be Kawaihau, with bike lanes and the community can vision what will this neighborhood be like and the safety improvements on Kawaiahau, It's a very fast roadway above the speed limit and I encourage you to look at our history of backing road and the efforts the county put in there in Hanalei and I've had that questions ever since well what about Kawaihau? That road serves twenty-thirty homes, this road serves thousands of homes so what are you going to do about the safety and speed here? To me the answer long term is complete streets, yes?

Mr. Moule: Yes and so again the goal is to start the round about Mahelona and down Kawaihau and try to get down towards where the path steps out to right now, down (inaudible) down to the first intersection (inaudible) and sort of as far up

Kawaihau as we can get with an improved facility since there already is a walkway up mentioned earlier.

Mr. Bynum: Right.

Mr. Moule: That's the general concept at this point but we don't know for sure because we have to figure out funding.

Mr. Bynum: Well it is the kind of funding that will logically lead to extensions.

Mr. Moule: Yes, absolutely.

Mr. Bynum: So it's a wonderful effort that we're engaged in and it is news to me that it was going to go to STIP road and we had originally conceptually thought we might have fund it in house or other ways and this is logical so thank you very much.

Mr. Moule: You're welcome.

Mr. Rapozo: Councilmember Yukimura.

Ms. Yukimura: I would like to go to the Kōloa-Po'ipū Project. I just want to get an idea of what these improvements are? I'm sorry I think we had a council meeting when you were having your charette process and I don't know what the result is, if you could help us?

Mr. Moule: Yes I'm somewhat familiar having worked on this in the past but I will let Lee Steinmetz talk about this.

Mr. Steinmetz: Good morning, Lee Steinmetz transportation planner with the Planning Department and also with Public Works kind of. Anyway the Po'ipū-Road project extends from Kōloa Road in Kōloa down to the roundabout and on Po'ipū Road in Po'ipū from the roundabout to the Grand Hyatt. As you mentioned we had a community design shred to really take a look at this and there will be different sections in different parts of the road, but basically through Kōloa town we will be looking at sidewalks near the town and both sides of the road and possibly as we get further down, perhaps on just one side of the road and bike lanes also continuously through on Po'ipū road. In the more what I call the resort section we are looking at continuous broad sidewalks on both sides of the street, generously landscaped shoulders and a median that will serve to calm traffic and also create more character in the sense of identity. The older long range plans called for four lanes up the Po'ipū road through the resort district but through the charette and working more on traffic and looking at the circulation plan that was done earlier. We are proposing that it remain a two lane which gives us a lot of extra room to do some really nice treatments. Also to handle the increase traffic we're proposing roundabouts at two locations, one at the eastern bypass and the other at Kiahuna Plantation Drive intersection. So that would be a way to...

Mr. Bynum: I'm sorry did you just say those two intersections?

Mr. Steinmetz: Yes the intersection of Poipu Road with the eastern bypass and with Kiahuna Plantation Drive right by the shopping center. That will allow us to increase capacity of the roadway and slow down traffic and it will meet all of goals without having to widen to four lanes. So that's generally the scope.

Ms. Yukimura: So basically we're going to have sidewalks from Kōloa town to the Hyatt?

Mr. Steinmetz: Yes.

Ms. Yukimura: And bike lanes?

Mr. Steinmetz: Correct.

Ms. Yukimura: And two roundabouts at Kiahuna and at the eastern bypass so the bypass closest to the Hyatt? The opening of that bypass?

Mr. Steinmetz: Yes and the other intersections there are intersection improvements, improving crosswalks and making other improvements but not necessarily having roundabouts.

Ms. Yukimura: That is going to be such an improvement to the resort area. This past Saturday when we were at the Farm Based Code Workshop, I saw people literally walking and the street between the eastern bypass outlet and the Hyatt. They were literally walking in the Street and very, very dangerous and so we've also talked about parking problems but that's wonderful thank you for the description.

Mr. Steinmetz: You're welcome.

Ms. Yukimura: And...I think I got enough of a description of the Waikomo Road. I have been on the walk to school events and know what kinds of improvements are needed there so it sounds very, very good thank you.

Chair Furfaro: Thank you Mr. Rapozo.

Mr. Rapozo: Thank you Mr. Chair. Anymore complete streets? If not Driver's License counter... Who's Kimo? Oh eh Kimo how you? Nice to meet you Kimo. Is that \$40,000 going to be enough I know that Mr. Barreira talked about the ADA issue that popped up. Is that \$40,000 going to be sufficient? No? Yeah you would need to come up and Larry you can just relay and that's fine. I'm just very thankful that it's moving forward.

Mr. Suga: So \$40,000 will cover a good portion and we were working with Brian Inouye, Public Works Maintenance to utilize some of their internal maintenance funds to fund the difference of the balance.

Mr. Rapozo: Thank you very much.

Chair Furfaro: Can we get a definition of a good portion? Some kind of a measuring cup for that or?

Mr. Suga: Excuse me I believe it was 75 for the total project.

Chair Furfaro: Thank you.

Mr. Rapozo: Okay, moving on to the Hanapēpē Bridge. I'm not sure Mr. Chair they are moving forward on the vehicular portion and coming back later for the pedestrian. Larry is that what I heard earlier?

Mr. Dill: Correct.

Mr. Rapozo: Okay moving on down Hanapēpē Bridge, Hanapēpē Road. For which one I'm sorry. Oh the Hanapēpē Town?

Mr. Suga: Yes.

Mr. Rapozo: Go ahead.

Mr. Suga: Yeah just...

Mr. Rapozo: JoAnn did you have?

Ms. Yukimura: I had the Hanapēpē Road resurfacing.

Mr. Suga: Go ahead, go ahead.

Mr. Rapozo: No go ahead you are right before the...

Ms. Yukimura: I'm really excited that there's a complete streets context to this Hanapēpē Road resurfacing right that somebody mentioned that. So Hanapēpē Road is the road that goes from Kūhiō Highway up to Hanapēpē Heights?

Mr. Moule: No it's the one that connects right through town by all the businesses right through town there.

Mr. Dill: It's towards the highway... Excuse me Michael. It goes through the bridge so the old Hanapēpē Bridge is Hanapepe Road then it goes back to the highway.

Mr. Rapozo: The art night? Hanapēpē art night?

Ms. Yukimura: It's in the old town.

Mr. Dill: Yes.

Ms. Yukimura: That whole road that goes through the old town.

Mr. Dill: Yes.

Ms. Yukimura: Okay and you said that I think Michael said that you're expanding it to a complete streets concept?

Mr. Tabata: So we reprogrammed this project originally from resurfacing it to include complete streets elements and the focus for the complete street elements and the focus for the complete streets elements will be done in phases and the initial phase is Highway 50, Kaumuali'i Highway to the 100 year old bridge. And Phase 2 will take from the bridge continue all the way back to tie in back to Highway 50, Kaumuali'i Highway.

Ms. Yukimura: Okay.

Mr. Tabata: That would be phase 2.

Ms. Yukimura: Okay excellent.

Mr. Tabata: And part of it doing a survey of the rights of way within the town as you know is very zigzag through the center of town.

Ms. Yukimura: Right.

Mr. Tabata: And Michael already has been coming as a consultant and we would do Friday night and he would come for all the projects and I forced him to come with me one night and he has a good idea of what we're looking at.

Ms. Yukimura: Nothing like a site visit.

Mr. Tabata: We have a good consultant.

Ms. Yukimura: Well you know that in the Hanapēpē-'Ele'ele area development plan which I helped to get pass as the planning committee chair long, long ago. I think they talked about the realigning of the rights of way and so do they speak of that in the Hanapēpē Historic, there was a plan subsequent to the area plan which talked about how to preserve the historic town and I think that was the spencer line weber study.

Mr. Tabata: Right.

Ms. Yukimura: It says the same thing so that you're actually moving to make it happen is fabulous so I'm glad to hear that. Thank you very much.

Mr. Rapozo: Thank you, Mr. Chock.

Vice Chair Chock: Thank you Chair.

Ms. Yukimura: Oh but you should re-name it.

Mr. Tabata: Yeah we...

Ms. Yukimura: Sorry.

Mr. Tabata: It's a STIP Project so on the STIP its listed as is but the description includes complete streets on that.

Ms. Yukimura: Okay great, thank you. I'm sorry Mason.

Vice Chair Chock: No problem I just had a question about the parking lot improvements. Is that for more spaces and if so how many?

Mr. Tabata: It's not to add more spaces but it's to utilize the space available to safely park vehicles at an overhead light for security at the entrance and inside the parking lot and to resurface it. Currently it's just a gravel parking lot so we're going to install pavement, asphalt pavement and the lights inside the parking lot and one at the entrance and KIUC is helping us with that.

Vice Chair Chock: Okay.

Mr. Tabata: No we... twenty-one spaces.

Mr. Rapozo: Okay its eleven o clock and we need to take a ten minute caption break so we will do that at this time, and we will resume...

There being no objections, the Committee recessed at 11:16 a.m.

There being no objections, the Committee was called back to order at 11:26 a.m.

Mr. Rapozo: I will call the meeting back to order. Mr. Chair?

Chair Furfaro: This is really for the Finance people so I just wanted to make sure that I have a heads-up here for a second. Great job on laying out the spreadsheet but I want to make sure that we are all in understanding these changes in brackets are moneys that are being defunded from that particular project...I just want to make sure that we all understand that. It is not as easy to track all of these to the various Special Trust Funds but I want to make sure that when I am looking at something there is three hundred and eighty thousand dollars (\$380,000) swing at a project like Engineering and Parks with the Salt Pond Improvements, the proposed year 2015 CIP is coming in now at five hundred and twenty thousand dollars (\$520,000) for example. And then when we have projects that are getting dumped up for example we have the 'Anini Bridge Improvements where it was previously identified at five hundred thousand dollars (\$500,000), the change is a plus a hundred fifty thousand dollars (\$150,000) and the new project release in year 2015 is now the six hundred fifty thousand dollars (\$650,000). So, you got to watch the brackets and the pluses but at the same time be very careful and I just want to hear it from you folks, be very careful that there are certain regulations on Trust Fund moneys, there are certain regulations on Bond moneys and at the end of the day it all comes back and balances to this piece. Larry, I want you to look at this. To the Finance Director, it all comes back and balances here. This is a monumental task to try and identify what Trust Fund money has savings in, what Trust Fund money was then transferred to, and in particular I just wanted to reconfirm how I am reading this piece. At the end of the day, it does balance to be CIP Trust Fund and Bond accounts that are here. It is an excellent job. Very, very well done but it does leave some audit trails for all of us to look at. The brackets are defunded projects or reductions and then the highlighted yellow reflects all the really new projects that we are going to see in 2015. I just wanted to summarize that. I also understand that Mr. Dill needs to leave early this afternoon and if we finish this Engineering part and when we come back from lunch, you would like to do Sewer first?

Mr. Dill: Chair, what I would like to do is try to get through our current schedule all the way through Solid Waste if I could before lunch and then do Wastewater right after lunch then if it is possible.

Chair Furfaro: But you want to be here for Wastewater?

Mr. Dill: No. Ed Tschupp and the Deputy can take care of Wastewater without my presence.

Chair Furfaro: Okay. So, if we can get through all of that before 12:30 then Ed Tschupp and Donald will be available for Wastewater?

Mr. Dill: Absolutely, yes. Thank you, I appreciate that.

Chair Furfaro: I do not have a problem with that. I think Mr. Rapozo will be running the afternoon budget. Third, I want to make sure we know that Mr. Hooser has left today's meeting because he is going to give testimony for us at the State regarding Intergovernmental Relations Committee and he will not join us the rest of the day. Thank you for giving me some housekeeping time. I know I had to step out, Mel, but you got the meeting again.

Mr. Rapozo: Thank you, Mr. Chair. We left off with Hanapēpē Town parking lot improvements. We went down the list. Kamalu Bridge, Kamalu Road, Kanaele Road, Kapahi Bridge, Kapaia Bridge...Councilmember Yukimura?

Ms. Yukimura: Are we working with the community to get the rights-of-way?

Mr. Dill: Yes, absolutely, with the Kapaia Swinging Bridge Foundation, yes.

Ms. Yukimura: Okay, good. Is there any timetable for when we hope to secure that access? Can you come up and speak?

WYNNE USHIGOME, Civil Engineer: Good morning. So, basically we are securing the access through the various landowners, one being Grove Farm and the other being property owners on the Lakini Road entrance.

Ms. Yukimura: When do you expect that to be accomplished?

Ms. Ushigome: Again, there were some existing easements however when we tried to look for the title search, the metes and bounds or the map, we noticed that a couple of the easements may have not been recorded. Again, I think the plan is basically to do the survey in-house and create the necessary easements on both ends of the bridge.

Ms. Yukimura: Create easements in our favor?

Ms. Ushigome: Yes.

Ms. Yukimura: In favor to the County?

Ms. Ushigome: Yes, because there were a couple of easements that I did locate however the County was not named as grantee or it was not in favor of the County of Kaua'i.

Ms. Yukimura: So, it is not going to serve our purpose or need.

Ms. Ushigome: Yes. So we would have to create the necessary easement documents to identify the County as having the right to use those access ways.

Ms. Yukimura: So, we would get from the landowners, Grove Farm and various property owners in that areas on both ends of the bridge, a public easement?

Ms. Ushigome: Yes.

Ms. Yukimura: In favor of the County of Kaua'i. The plan is to have pedestrian access from behind the Kapaia Church, across the bridge and then up toward the Catholic Church. Is that right?

Ms. Ushigome: Yes.

Ms. Yukimura: Do you have any idea how long that will take?

Ms. Ushigome: Not at this time. I do not think we planned out a time schedule as of yet. I think we just recognized that we did not have the necessary easements based on our research with the Real Property Division.

Ms. Yukimura: Okay, so you are working with the County Attorney's?

Ms. Ushigome: Yes.

Ms. Yukimura: Okay, and then we have proposed for this FY that same amount that is in the budget now, two hundred thirty-one thousand four hundred and three dollars (\$231,403). What do we think we are going to accomplish over this coming FY?

Mr. Moule: I do not know that we can answer that question for you at this point with the challenges when you are dealing with property issues, it is really hard to estimate how long it will take to get the easements in place.

Ms. Yukimura: Okay.

Mr. Moule: We would like to get that bridge replaced as soon as we can but we just do not know for sure. We want to keep the funds in here so we can.

Ms. Yukimura: Yes.

Ms. Ushigome: Just to clarify, because we are identifying the funding from the Bond 2015, I guess we have been made aware that we need public access and public use before we can spend those Bond funds.

Ms. Yukimura: You need what?

Ms. Ushigome: Public access and public use.

Mr. Moule: The reason we need to get this public easement for access is that we cannot spend Bond funds on this project unless there is public access.

Ms. Yukimura: To me that is a given. That is the whole reason we want this project...well not the whole reason but one of the main reason that we want this project.

Chair Furfaro: But that is the first time we ever heard it laid out in that detail to us in three year. Thank you for sharing that with us. I feel enlightened now.

Ms. Ushigome: Again, we need to get through the access. The first phase, basically just the bridge piers and phase two was basically the restoration of the decking and the other support systems. Again, prior to funding the bridge piers, we need to be able to get the public access.

Ms. Yukimura: I understand. It is a necessary prerequisite to us doing any kind of construction?

Mr. Moule: Exactly.

Ms. Yukimura: But when we get the legal easement then we will be able to put in the foundation?

Ms. Ushigome: The piers. We are going to restore the piers.

Ms. Yukimura: Right and we have enough money based on our estimates to do that, right?

Ms. Ushigome: I believe the estimates was a hundred and fifty thousand (\$150,000) for the piers along but not the decking.

Ms. Yukimura: I am going to think real positive that we will get the easement and be able to put in the piers by the end of this FY.

Ms. Ushigome: And again I think verbally both Kapaia and Grove Farm have verbally committed to working with the County on the easements.

Ms. Yukimura: That is good news but it is getting that signature on that document that is key. Alright, very good. Thank you very much.

Chair Furfaro: I would like to summarize what you just told us in writing to this Council.

Ms. Ushigome: Okay.

Chair Furfaro: It is quite obviously the timing would need to be explained to people who are friends of this access and like I said this is the first we have actually heard that the right-of-way is a piece of priority of the actual repair of the walkway. Please give it to us in writing.

Ms. Ushigome: Okay.

Chair Furfaro: Thank you very much for your report.

Mr. Rapozo: Anymore on Kapaia? If not, Keapana? Is that the swing bridge, Keapana?

Mr. Dill: I believe so.

Mr. Rapozo: Okay and that is done. Kokee Road is complete. Kōloa Lighted Crosswalk is complete. Kōloa Safety Improvements, Lae Road Safety Improvements which is in progress, correct? And then Līhu'e Bypass Feasibility Study, County match. Niumalu Bridge. Mr. Chock and then Mr. Bynum.

Mr. Chock: I am so happy to hear that we are looking at this bridge because it is pretty obvious that it is in poor condition. I had some inquiries from the community. Would you be able to also share a timeframe in terms of the next phase which is the design process or in terms of how long it is going to take to get this done.

(inaudible)

Mr. Rapozo: Within a year and it will be an Acrow bridge.

Mr. Chock: What is that?

Ms. Yukimura: Oh, Glenn Mickens will be happy.

Mr. Rapozo: A prefabricated bridge. So, Acrow is the brand but it was a prefab...that was my question "are we going to use a prefab," so thank you very much. It makes sense for Niumalu and saves a lot of money.

Mr. Chock: Thank you.

Mr. Rapozo: Within a year I heard.

Mr. Moule: Which of course the prefab...that is why we can do it fairly quickly as well.

Mr. Bynum: The Līhu'e Bypass Feasibility Study...

Mr. Rapozo: Yes, let us finish up Niumalu.

Mr. Bynum: I am sorry.

Mr. Rapozo: Then we will go back to the Feasibility. Go ahead, Councilmember Yukimura.

Ms. Yukimura: The six hundred fifty thousand dollars (\$650,000) should cover the whole project?

Mr. Moule: Yes.

Ms. Yukimura: So the Acrow bridge is faster and probably cheaper then construction from scratch so that is why you can say within a year? That is really excellent. Thank you.

Mr. Rapozo: Mr. Bynum.

Mr. Bynum: My understanding of Acrow bridge is sometimes they are cost savings and sometimes they are not depending on what the footings...how much of the expense goes into the footings and underneath the bridge...are you doing an analysis now of both to decide which way to go?

Mr. Dill: That is correct, yes.

Ms. Yukimura: May I ask one more question on Niumalu?

Mr. Bynum: Sure.

Ms. Yukimura: The issues of corrosion and rusting, is that okay with respect to an Acrow? Is it going to last long? Do we have to reinforce to spraying it with something? It is right next to the ocean and so it is vulnerable to that kind of corrosion. I live two miles from the ocean and we have a problem.

Mr. Dill: It is a steel bridge and it will require more maintenance from us so that will be part of our Roads Division to make sure they maintain it appropriately. With the appropriate maintenance, they will have a lifespan, not significantly different than what a concrete bridge would be.

Ms. Yukimura: Is there any kind of pretreatment that you can do at the time of construction?

Mr. Dill: Yes, we are looking at those types of things.

Ms. Yukimura: Okay, very good. Thank you.

Mr. Bynum: So, just remind me of what the Līhu'e Bypass Feasibility Study...we funded...

Mr. Rapozo: Hold on, Chair wanted to talk.

Mr. Bynum: Oh, I am sorry.

Chair Furfaro: How wide is this bridge and how many lanes does it provide?

Mr. Dill: I believe the proposed bridge is for a two lane bridge.

Mr. Moule: Currently there is a single lane bridge now and I heard and agree in a sense that it does provide a nice gateway feature to the community. The challenge with bridges is that they do last fifty (50) to seventy (70) years. It is not usually a good idea to narrow on a bridge.

Chair Furfaro: Someone early commented that something of this style would make Mr. Mickens happy and this is a two part question...he wants the two lane.

Mr. Moule: He wants the two lane, okay.

Chair Furfaro: But most of the historical people want a single land but what we are looking for with this money is two lanes?

Mr. Moule: Yes.

Chair Furfaro: Thank you for the clarification on that.

Ms. Yukimura: I have a follow-up.

Mr. Rapozo: I know what it is going to be.

Mr. Bynum: I have one too.

Ms. Yukimura: When you go from one lane to two lanes you lose the traffic calming aspect of the one lane bridge, so can you modify, add or something...anything to retain the traffic calming aspect of the bridge?

Mr. Moule: We can look into that issue. In that particular location because of the fact that it is close to an intersection, people are slowing down to turn anyway, so traffic calming is maybe not as important as other places. I do not think our plans would include widening the road for hundreds of feet on either side so there is still going to be some narrow roadway near the bridge. It is a pretty narrow road to begin with so I think it has the traffic calming effect. I do understand the gateway in traffic calming aspect in that particular location and gateway into that neighborhood and I respect that, it is an important aspect but it is very challenging...when you are adding a bridge who will last for so long, you really do want to go right around that.

Mr. Rapozo: Mr. Bynum.

Mr. Bynum: This is not a historic bridge, right?

Mr. Moule: Well...

Mr. Bynum: I am sorry. Forget I asked that question.

Mr. Rapozo: It will be when the people see this televised.

Mr. Bynum: Forget I asked that question.

Ms. Yukimura: Let us move on.

Mr. Bynum: I do have one question about Niumalu though, that seems like a good approach for that bridge, I agree. Is Niumalu a collector road?

Mr. Moule: No it is not.

Mr. Bynum: Sure looks like a collector road to me. It was our first every speed hump in Niumalu and so there is a big history of speed hump...anyway. But it is still currently not a collector?

Mr. Moule: Correct.

Mr. Bynum: Okay. Thank you.

Mr. Rapozo: Mr. Chair.

Chair Furfaro: So, you can see why I asked the question because there are a lot of concerns here about calming devices but more importantly before this project gets started, is there plans to do community outreach in Niumalu?

Mr. Moule: I do not think we got that far down the road yet but we certainly can include that.

Chair Furfaro: Could you put a note there that it might be appropriate.

Mr. Dill: We will look into that. Thank you.

Mr. Rapozo: That was the question I thought JoAnn was going to ask and that was the question that I was going to ask because I think by tomorrow we are all going to be hearing about Niumalu. I think I agree with the long-term because the bridge is going to last, and JoAnn for your information although it is treated steel, these bridges do very well over salt water throughout the world. I look at Wainiha twin bridges, that is a acrow bridge and it is holding up very well. I do want to ask that we let the community know because I think...and not so much that they are coming across to make that turn up to Ulumalu Road, it is going to the end of...because there are homes at the end as well and the canoe club is down there. I think it is coming across not intending to turn but to go straight to the end might encourage some speeding down there. I want to see that bridge fixed but I want to also make sure that the community is aware because it is not a very big community. That bridge with the bypass road, I use it a lot because I almost always use the back road, I do never go up Rice and Kaumuali'i, I always take the back road when I drive to the west side and coming back only because of the traffic. I think it is well used but I think the community may have some concerns with two (2) lanes. If it does go to one (1) lane, if for some reason one (1) lane is sufficient that cuts the costs dramatically.

Mr. Moule: It is not going to cut it in half.

Mr. Rapozo: No, not in half but I think you would save...

Mr. Moule: It is hard to say exactly twenty percent (20%), thirty percent (30%) perhaps reduction if I were to guess – educated guess at this point.

Mr. Rapozo: Anymore? Mr. Bynum.

Mr. Bynum: Of the move away from cookie cutter decisions about bridges, the context sensitive design, right? And the context here is different here in Niumalu then it is in these other places. I do not believe one (1) or two (2) is the right answer all the time, right? It is context sensitive. Is that correct?

Mr. Moule: This is true in general with road projects, yes.

Mr. Bynum: I think the Chair's excellent question and to encourage to do community outreach because that is a really small community in terms of the number of residents but the road through there has a big impact. Thank you for the work. Are we done with Niumalu?

Mr. Rapozo: Yes, JoAnn wants to keep moving, so, yes.

Mr. Bynum: JoAnn wants to keep moving?

Mr. Rapozo: Yes, JoAnn wants to keep moving.

Mr. Bynum: This is a really quick question, it says this Līhu'e bypass feasibility we awarded, so the funds were in there last year. Can you tell me what that award was? This is the remaining funds because we awarded those funds when? Can you remind me what they were?

Mr. Dill: I believe it was a hundred thousand dollars (\$100,000) was the original appropriation, is that right? Okay, so, ninety thousand dollars (\$90,000). I stand corrected.

Mr. Bynum: And SSFM that is the whole scope-of-work for SSFM?

Mr. Dill: That is correct.

Mr. Bynum: If you know, are they involved in the Līhu'e Development Plan? I know it is the same firm...

Mr. Moule: It is the same firm. Some of the leading leaders that are working on it, sort of the management staff or... will be the same but different people working on it.

Mr. Bynum: Okay, thank you.

Mr. Rapozo: Okay. Councilmember Yukimura.

Ms. Yukimura: So the County match is ninety thousand dollars (\$90,000) so that is ten percent (10%) or twenty percent (20%)?

Mr. Dill: Twenty percent (20%).

Ms. Yukimura: So the total contract is how much?

Chair Furfaro: Four hundred fifty thousand dollars (\$450,000).

Ms. Yukimura: Four hundred fifty thousand dollars (\$450,000) and what is the end product?

Mr. Moule: It is a feasibility study that in a fair amount of detail at the traffic issues and how the traffic...includes the traffic analysis, how traffic will shift, change with respect to having this new road in that location, as well as sort of a cost estimate of what it would cost and more detail to construct it and ideas as to how intersections might be needed to be treated in different ways depending on the traffic volumes and that sort of thing. I do not have the actual scope-of-work in front of me so I cannot give you the exact information.

Ms. Yukimura: But it will not include any environmental assessment of sorts because that would be the next phase?

Mr. Moule: I believe that is correct. There is no environmental work.

Mr. Dill: There is some environmental work to identify environmental issues.

(Inaudible)

Chair Furfaro: You cannot talk from the back of the room. Please come up.

Mr. Moule: As far as environmental, it does not do the actual environmental studies but it identifies the purpose and need for environmental issues on the project.

Chair Furfaro: And that was Kimo in the back that gave you that answer?

Mr. Moule: Yes.

Chair Furfaro: Thank you, Kimo but we cannot hear you from there.

Ms. Yukimura: And so the different alignments, I presume will be suggested and at the end of the feasibility study, number 1 it will be decided whether or not to proceed on some form on a bypass and if so, what alignment?

Mr. Moule: That is correct. There will be recommendations on how the alignments could work, what makes more sense based on existing cane hauls roads that are there and could be followed, what connections makes sense to existing roads and how would we connect back into town. No decision...it would not recommend...a decision would not be made of course by the study. It would just be, here is the possibilities and here is what needs to be done, if that is going to happen, what needs to be done to make it happen.

Ms. Yukimura: Thank you.

Mr. Rapozo: Mr. Bynum.

Mr. Bynum: I do not want to belabor this because we discussed this at length last year and just the context, I did not support this project going forward but I did not win and it is going forward and that is fine. That is the way things go however this may be the right time to ask this and the Chair will tell me if it is not because in that context of that discussion last year there were a lot of discussion about Pouli Road and the need that if we are really looking at some alternative bypass that are going to make a difference that that was an important project. I believe Councilmember Nakamura and I started to follow-up on that unfortunately she is no longer on the Council for that.

Ms. Yukimura: Is Pouli Road...

Mr. Bynum: Why is there nothing in here about Pouli Road and where is Pouli Road? What happened since last year, to put that back on the radar screen?

Ms. Yukimura: These are two (2) different regions. This is Līhu'e bypass.

Mr. Bynum: I said somebody will tell me if I cannot ask this now and the reason why I am asking is because this is where we had the discussion last year about Pouli Road and if it needs a separate thing on the agenda in the future, I will defer to the Chair's judgment.

Mr. Dill: I would request a separate agenda item. We do not have a proposal in the CIP for Pouli Road this year.

Mr. Bynum: Bummer.

Mr. Rapozo: Mr. Chair.

Chair Furfaro: We will put it on a soon agenda for an update on the two (2) bypass out of Kapa'a.

Ms. Yukimura: Chair, it is a possible call-back, is it not?

Mr. Rapozo: Not if it is not in the budget. Pouli Road is not in the budget.

Ms. Yukimura: But what if it is a potential budget item? What if some of us want to put it in?

Mr. Rapozo: If you want to ask him more questions of it, I mean he just said that it is not on the budget.

Ms. Yukimura: I know that it is not on the budget but why could we not learn about it and see so that we may want to put it in. To me it is a potential but we are going to be putting things in that are not in the budget right now.,,by that nature it is in the budget item.

Chair Furfaro: I will just remind everybody the rules, you can put something back in if you find the money for it. That is where it starts.

Ms. Yukimura: Yes but first we need to know how much it is going to cost.

Chair Furfaro: Let me finish. I will try and put this on a discussion item very soon, Larry, very soon.

Ms. Yukimura: Thank you.

Chair Furfaro: Let us move on Mr. Rapozo.

Mr. Rapozo: Thank you. Northern leg Kōloa bypass road, again, that is on hold right Larry, you said?

Mr. Dill: Yes the money is in here to complete the acquisition of the property.

Mr. Rapozo: Opaekaa Bridge replacement. Piikoi Interior Renovation, I just had a question, you talked about the potential uses. Did we agree or decide what we are going to use that building – the old Big Save?

Mr. Dill: Yes, it will be used primarily for storage space requirements. You may recall a few years ago we had two million dollars (\$2,000,000) identified in the budget to acquire outside storage, Big Save came along with almost the amount necessary to accommodate that need as identified in the previous plan. So, it would be primarily for storage but also other office space. We are looking for a small amount of Kaua'i Made retail to support local folks and looking into moving the Transportation Agency over there. As part of our presentation that we will be making on April 9 about the Eiwa Street. Doug talked about moving the transit location over the Eiwa from Hardy. We want to make a close location for the Transportation Office. It is part of the transit mall and that is generally speaking of how we are going to use the space.

Mr. Rapozo: So the meat processing plan is out?

Mr. Dill: Correct.

Mr. Rapozo: Okay. That is good. Okay...Puhi Road construction. Puu Road Improvements. Puuopae Bridget. Stop me if you guys have a question. Rice Street Crossing Improvements. Speed Hump/Traffic Calming Program.

Mr. Bynum: I have one on Rice Street.

Mr. Rapozo: Okay, Rice Street.

Mr. Bynum: The Lihu'e Business Association is really interested in branding and I just wanted to know the status. There was some discussion with State Highways about concrete stamping in some of these premiers and are we still pursuing that?

Mr. Dill: There were some discussions but it was not about concrete stamping. It was regarding doing a unique crosswalk design to, as you are saying, to identify the community. We were moving in that direction until we got a ruling from Federal Highways that those sorts of things were frowned upon and were not allowed. Apparently they are distracted to drivers in their opinion.

Mr. Bynum: I am sorry, what is distracted?

Mr. Dill: A unique crosswalk design.

Mr. Bynum: That is absurd. I will pursue that at the State level. There is all kinds of...I have seen thousands of different crosswalk designs across the Country in the last five (5) years that have character and so you are saying you cannot use bricks, you cannot put those bricks in a pattern?

Mr. Dill: No. What they were looking for was a quilt design.

Mr. Bynum: Well we did this at Lydgate Park. There is a crosswalk at Lydgate Park with a concrete...

Mr. Dill: Was it across a Federal Aid road?

Mr. Bynum: No.

Mr. Dill: So that might be the difference.

Mr. Moule: Let me address this.

Mr. Bynum: I do not want to belabor this again, I want to move on, I will discuss this...

Mr. Moule: Talk to me offline. I know a lot about this.

Mr. Bynum: I will discuss this offline. Thank you.

Ms. Yukimura: Is a possible result coming out of this process actual wider sidewalks for Rice Street?

Mr. Moule: I think right now we are trying to look at staying within curb to curb and then restriping to get bike lanes but the sidewalks would be much more significance expense and there is not a lot of width out there. If it goes that way we will have to budget for a lot more funding then we are anticipating right now. We are mainly talking about restriping and a few other changes in crosswalks changes.

Ms. Yukimura: Yes, at some point we will have to look at undergrounding the utilities too.

Mr. Rapozo: Speed hump?

Ms. Yukimura: Yes. Right now our ordinance only allows speed humps and not a whole lot of other traffic calming. I was wondering whether the Administration is going to develop legislation that allows for other kinds of...I mean the diversity from speed humps to speed tables or whatever or even more elaborate roundabouts or mini roundabouts, I do not know all the terminology. So, one whether you are planning to have legislation or maybe it is included in your living streets things or else I would like to work on some amendments to the code but in corporation with the Administration to develop that because right now our ordinance is very limited in traffic calming options.

Mr. Dill: That is something that Michael has on his list of things to do. So, we will be looking at that.

Ms. Yukimura: Okay, great.

Mr. Rapozo: Any more speed humps? If not, Twin Reservoirs.
Waa Road Drainage Study.

Ms. Yukimura: Twin Reservoirs.

Mr. Rapozo: Okay. Go ahead.

Ms. Yukimura: The County is co-owner with DLNR, who is the other owner?

Mr. Dill: Private owners.

Ms. Yukimura: How many?

Mr. Dill: I believe there are eight (8) total.

Ms. Yukimura: And we are saying that decommissioning which means what? Removing the reservoir?

Mr. Dill: Yes. It will be actually cutting a notch in the dam which is a County owned road that is not in service. So, we own the road.

Ms. Yukimura: So it is the draining of the dam?

Mr. Dill: Correct. It is modifying the dam so we will not hold back water anymore or get it below the regulatory threshold.

Ms. Yukimura: Which then may have some downstream funding impacts, is that what I heard?

Mr. Dill: That is correct. We hire the United States of Army Corp of Engineers and they did a downstream study because we did not want to decommission and have a downstream funding problem.

Ms. Yukimura: Good.

Mr. Dill: So they are looking at it and mapped out the (inaudible) downstream and determined that the impacts will be not that significant but would require an update of the existing FEMA maps. Actually they found out that...since they are doing it with a lot more modernly available information. The old maps are...the existing condition needs to be updated regardless of the decommissioning.

Ms. Yukimura: What happens to that dam land?

Mr. Dill: The dam land?

Ms. Yukimura: It is just open space?

Mr. Dill: We will keep the dam land.

Ms. Yukimura: But it is just going to be this...but I have not made it up there but people say that it is a huge landmark or whatever. What about liability? What about potential park?

Mr. Dill: The County only owns the roadway and so that is our reason for this participation. The private landowners have their own plans for their properties.

Ms. Yukimura: I see. We only own the roadway?

Mr. Dill: Correct.

Ms. Yukimura: How disappointing.

Mr. Dill: Unfortunately it is very significant with the dam but part of my thinking is once we complete the decommissioning, we might want to convey that roadway to an adjacent property owner. I am not sure there would be any reason for the County to want to continue to own it.

Ms. Yukimura: Because it is not used for regular traffic.

Mr. Dill: Correct. It is not used for any traffic.

Ms. Yukimura: It is used mainly as a wall of the dam?

Mr. Dill: Yes.

Ms. Yukimura: I see. Thank you.

Mr. Rapozo: Any more questions on the reservoir? If not, Waa
Road. Mr. Bynum.

Mr. Bynum: It is the next one.

Mr. Rapozo: Wailana Bridge?

Mr. Bynum: Yes.

Mr. Rapozo: Go ahead.

Mr. Bynum: Thanks for the initiative on this one. I think I heard earlier that you are going to have a pedestrian connection to Anne Knudsen but on the other side going towards Kōloa; that is not possible at this time?

Mr. Moule: Yes, based on the current budget. Even the connection to Knudsen Park, we are still trying to figure out whether funding is going to be enough for that.

Mr. Bynum: I am interested in how you maneuvered the ADA issues there and whether the pedestrian bridge that you rebuild will be ADA compliant even though it may not have connections.

Mr. Moule: Right. We need to make sure that the bridge itself and any connecting walkways are ADA compliant. Obviously on the high side of the bridge, there would not be a walkway connecting the short or near term and when there is no walkway, there is no ADA requirement. So, we would only have to make the ramp coming off the bridge compliant.

Mr. Bynum: But going towards the part.

Mr. Moule: Yes.

Mr. Bynum: There would be an ADA compliant walkway?

Mr. Moule: Yes. I looked at it on Saturday.

Mr. Bynum: If the developer should redevelop, we would pick it up then, I assume?

Mr. Moule: That is correct. There is potential for development on the other side of the road which we heard about so we will look at that when that time comes but right now there is no firm plans to build a sidewalk into Kōloa Town.

Mr. Bynum: Right but what we will be replacing will connect to ADA appropriate in the long run?

Mr. Moule: Yes. We need to make sure that what we build now is compliant to...

Mr. Bynum: Well we are required to do that so that means the width of this bridge is going to be wider than the existing.

Mr. Moule: Yes. I think we are going to eight feet knowing that the long-term might be not just...

Mr. Bynum: I would strongly encourage that eight foot be to the minimum when possible to allow the potential for shared use path in the future should it be determined that appropriately.

Mr. Moule: That is our thoughts as well. The eight foot minimum so it could be a shared use path if that happens because again bridges last a long time. We do not want to do another bridge.

Mr. Bynum: Right and there is no current plans to do anything like that, it is just me...but you are preparing...

Mr. Moule: Yes but we want to keep it open.

Mr. Bynum: Great. Thank you very much.

Mr. Rapozo: Anymore questions on Wailana Bridge? Wailapa/Kilauea Stream Project. Salt Pond Wastewater Improvements, the only thing I notice right off the bat is there is a huge reduction and is that going to cover the project?

Mr. Dill: The budget for the project will be contingent upon the selective design at the end. Our design contract is about just under a hundred thousand dollars (\$100,000) so we are just in the process of finalizing. So that will leave four hundred and twenty thousand (\$420,000), I guess I will say that we are optimistic that we will cover it but we do not know a hundred percent (100%) yet.

Ms. Yukimura: What is IWS?

Mr. Dill: Individual Wastewater System. So a typical IWS is a cesspool or septic system but it could also mean a small treatment plant.

Ms. Yukimura: Okay. Thank you.

Mr. Rapozo: Helicopter Hanger Pad.

Ms. Yukimura: Where is this going to be?

Mr. Dill: This is of course to house the Fire Department helicopter. It is on airport property. We have been working with them on this. A question that recently arisen from the Department of Transportation is they have a concern about a temporary structure on their properties so before we move forward, they want to be able to see and approve the design on a permanent structure on the property. That has pushed our

design cost up a little bit because whereas we are proposing to design temporary now we have to do the temporary and permanent design for this structure.

Ms. Yukimura: What is the estimated cost?

Mr. Dill: The design cost...we are just working on finalizing with the consultant but it looks like it will be in the neighbor of two hundred and eighty thousand dollars (\$280,000) just for the design process since we have to have a permanent structure design now. I do not believe we have a cost estimate for the structures yet.

Ms. Yukimura: Using a rule of thumb of what design, design cost is usually what ten percent (10%) of construction?

Mr. Dill: That is including permit and fees and nevertheless, yes.

Ms. Yukimura: Okay.

Mr. Dill: I think the plan is to erect the temporary structure and the permanent structure will be some time in the future.

Ms. Yukimura: Well I do not know if anticipated this when we approved the helicopter. Okay, thank you.

Mr. Rapozo: So this is just for the pad?

Mr. Dill: No, this is for the pad and the temporary structure that we are shooting for.

Mr. Rapozo: Okay. Any other questions? Mr. Chair.

Chair Furfaro: Have we found out from a standpoint of I thought we were pursuing something for space with the State and we were going to be able to trade out some services and so forth.

Mr. Dill: Actually, I am not aware of that. Maybe the Fire Department was...

Chair Furfaro: Can somebody from the Administration speak on that?

Mr. Moule: I understand that the Fire Department is in negotiations about some land issues which is one of the reasons why and that is maybe why the contract execution may be delayed a little bit. I am not familiar with what those are. We just know that they are trying to work some things out – the Fire Department. I am sorry I could not find any more information. I do not think any of us know those details.

Mr. Rapozo: Maybe we can...

Chair Furfaro: We can put that on the agenda. I am putting Pouli Road on the agenda for April 16 and I will think about having the Fire Department come talk to us about...

Mr. Rapozo: Yes. We probably got to get more information on that. So the State has basically given us the land – the Airports Division?

Mr. Dill: I believe we are leasing the land.

Mr. Moule: Yes.

Mr. Rapozo: So we are paying for the land and we pay for our building and we got to start charging the State for the rescues at the State trails and parks.

Mr. Bynum: I like that.

Chair Furfaro: We were not aware of what was being pursued here for this kind of cost. We will put this on the agenda.

Mr. Rapozo: Does anyone know what the lease is?

Mr. Moule: The cost of it?

Mr. Rapozo: Just the cost of the lease.

Mr. Bynum: Is it in the Fire budget.

Mr. Rapozo: Do you have it there, Scott? Okay. We can have that discussion in the Committee Meeting.

Chair Furfaro: We will have that discussion in Committee. I have something in my files on it too.

Mr. Rapozo: Okay. Anymore questions on Engineering? Last chance. If not, thank you very much.

Mr. Dill: Thank you. May I ask for a change in the schedule? Can we go to Solid Waste at this time?

Chair Furfaro: Actually I said that we were going to do that at your request because you were going to be needing to leave this afternoon.

Mr. Dill: Our normal schedule we were going to Roads and then Solid Waste but if we can do Solid Waste first, I would appreciate that.

Chair Furfaro: I think that is what I said. We will accommodate you.

Mr. Rapozo: Solid Waste. You have thirty (30) minutes before our lunch break.

Chair Furfaro:
for April 16.

I will have Pouli Road on the Committee Meeting

Ms. Yukimura:

Thank you.

Mr. Rapozo: Thank you, Mr. Chair. Okay, Larry, we will just go with the same format. Just go right through your... you do not have that many on here but it is significant. You can go down your list and then we will open it up for questions when you are done.

TROY TANIGAWA, Environmental Services Management Engineer: The first project we have listed here for Solid Waste is the Kekaha Landfill gas collection and control system. It is a new project and what this project will do is to fund design and construction document preparation for complete gas collection and control or capture system for the landfill both phase 1 and phase 2. Any questions?

Mr. Rapozo: No, just go right through and we will do the questions at the end.

Mr. Tanigawa: Okay. Kekaha Landfill Lateral Expansion – Cell II. I think most of us are familiar with the location of the area for the cell 2 lateral expansion. The current status is we are currently on hold with that project as we have secured our landfill capacity for a number of years to further operations with the vertical expansion. The appropriation that we have here is to complete the leachate system modification project projected to be completed by the end of this calendar year 2014. Kekaha Landfill Lateral Extension. This project is basically complete. Kekaha Landfill Vertical Expansion. We secured the permit. We issued the permit on March 7, 2014. This project is basically complete. Kekaha Landfill Phase 2 closure. We have consultants that are helping us determine design requirements and we will be executing a scope-of-work to have these consultants prepare design contract specifications for partial closure of the phase 2 landfill and lateral cell 1 area. Material Recovery Facility. We currently have a contract with a consultant to prepare conceptual design that includes preparation of environmental assessment for the project. NTP was issued October 21, 2013. Remaining funds will be used for the final design. New Landfill and Resource Recovery Park. We have our consultant continuing work on the environmental impact statement (EIS). EIS completion anticipated for July... I guess we are going to make a correction on the date. So, that will be probably part of the discussion. NPDES Compliance. We have statements of qualifications that have been evaluated. We are nearing the end of the procurement process for that project. That is it.

Mr. Rapozo:

Mr. Chair.

Chair Furfaro: The recovery park acquisition plans and design, we have six hundred and seventy-three thousand dollars (\$673,000) earmarked as the carryover balance but we are changing that order by four hundred and twenty thousand dollars (\$420,000). What are we expect to accomplish for two hundred and fifty-three thousand dollars (\$253,000)?

Mr. Dill: Chair in the spirit of trying to move forward and fund only projects that we feel that will need the funding in the next twelve (12) to eighteen (18) months, we reduced this amount. I think I shared with each of the Councilmembers in

the past that at the landfill one recent issue that has come up was that we will need to be conducting a wildlife hazardous estimate and wildlife hazard mitigation plan. So the purpose of these funds is to conduct a wildlife hazardous assessment.

Ms. Yukimura: Which one are you talking about?

Mr. Dill: That is the New Landfill Resource Recovery Park
Development and Acquisition.

Chair Furfaro: Okay well I am just thinking forward because
this is bond money.

Mr. Dill: Yes.

Chair Furfaro: May I just ask you, we are going to speak to the
Bond Counsel on the 9th and I really worry how many deviations we are going to be making
here on money that we borrowed for certain purposes, have you guys...any preliminary
understanding with changing almost a half a million dollars?

Mr. Dill: We are aware of that issue as our Director of
Finance is but I will have to defer to him on responding.

Chair Furfaro: I do not need you up, Steve, we are going to move
on. I just want to put the red flag up there because I think the call we are on is the 9th,
right?

STEVEN A. HUNT, Director of Finance: There are two (2) issues, the Bond
Counsel which is Brian Hirai and McCorriston firm is not involved in this. This is the
credit rating agency that determines our credit rating.

Chair Furfaro: I understand that but what I am saying is that
we are going to be looking at our old plan.

Mr. Hunt: Yes.

Chair Furfaro: And they are going to say something major as
this swing on the landfill...

Mr. Hunt: Not an issue at all.

Chair Furfaro: Not an issue?

Mr. Hunt: Yes. The issues that we do have are when we do
not have site control and you attempt to spend bond moneys on sites that you do not
control. Part of the reason for some of these defunding are we do not have site control on
some of the projects.

Chair Furfaro: Now I am satisfied.

Mr. Rapozo: Any other questions? Councilmember Yukimura.

Ms. Yukimura: Are we on the new landfill or any place? Okay, I want to start at the beginning. The Kekaha Landfill gas collection and control system, I just want to really express my pleasure that we are actually moving toward something. This thing has been referred for twenty (20) years and nothing has happened and to tie it into the supply of fuel for our County vehicles including the bus is really important, as you know, in our multi-modal land transportation plan. It was pointed out that fuel costs is thirty percent (30%) of the transportation budget and if the fuel costs were to double, that would be sixty percent (60%) of our operations budget and so we could not operate like that. So looking for one of the initiatives in the plan was that we would look for a local and renewable source of fuel. I hope this will work out and I am glad that it is moving ahead.

Mr. Rapozo: We do have that coming up for a discussion - the methane collection. We talked about that in the open session.

Ms. Yukimura: Right.

Mr. Chock: Do we have an approximate cost for the system?
I know this is a construction document that we are looking at.

Mr. Tanigawa: The early estimates are going to be about four point eight (4.8) million.

Ms. Yukimura: How much?

Mr. Tanigawa: Four point eight (4.8) million.

Mr. Rapozo: To capture the methane and convert it?

Mr. Tanigawa: No, it is just the capture system.

Mr. Rapozo: Just to capture.

Ms. Yukimura: Wow.

Chair Furfaro: Not to burn a lot of time on this and I think you mentioned that earlier, we already advised Economic Development to be prepared to talk about this on their time on Friday. Okay.

Mr. Rapozo: Okay. Thank you.

Ms. Yukimura: The lateral landfill expansions cell 2 is on hold until we use up the vertical expansion, is that right?

Mr. Tanigawa: No. That project is just on hold temporarily. We are looking at...we are considering different thing having some discussions with a consultant on the best way to move forward. Once we determine what are the appropriate things to do then we will have another contract amendment that would have to be executed and funded to complete the design. Basically what we saw when we went through a review of our permit application that included the current design there were issues that came up that we felt with the given time and we have that time now with the vertical

expansion. Within several months we can come up with solutions to better deal with those issues.

Ms. Yukimura: Okay because we were looking at an estimated budget of nine million dollars (\$9,000,000) to accomplish the lateral expansion, right?

Mr. Tanigawa: Correct.

Ms. Yukimura: And because the vertical expansion is so economical as I recall, that is what we are doing first?

Mr. Tanigawa: That was done because the vertical expansion could be completed within the time that we had the window we had remaining given the remaining landfill capacity at that time.

Ms. Yukimura: And it was much cheaper right? It was like three hundred thousand dollars (\$300,000) or something?

Mr. Tanigawa: Yes.

Ms. Yukimura: Okay. So by going with the vertical expansion we have gained at least five (5) years?

Mr. Tanigawa: Yes.

Ms. Yukimura: Although if we do diversion real well we might have even longer?

Mr. Tanigawa: We might get a little more but given the programs that we have and the ones that are implementable within a reasonable timeframe during this five (5) year period we will not have enough...we will not gain enough capacity or save enough capacity to bridge...

Ms. Yukimura: Right to not need something else. Okay, now are the issues that have come up with the lateral expansion related to the lining?

Mr. Tanigawa: There are several issues. It is complex. It involves areas over the existing unlined phase 1 landfill, the side slopes, it involved the ground water considerations, so you know...

Ms. Yukimura: And the problem we think we are having with our lining, right?

Mr. Tanigawa: No.

Ms. Yukimura: No?

Mr. Tanigawa: No.

Ms. Yukimura: Okay. So if we cannot do lateral expansion, we might really be in trouble?

Mr. Tanigawa: We would be in trouble if we could not but based on our discussions with our Engineers, we feel that it is something that is definitely obtainable. It will just take time to determine which would be the best options for the County.

Ms. Yukimura: Okay. Well we have five (5) years to figure it out and set it up so we are ready to do lateral expansion in five (5) years.

Mr. Tanigawa: Likelihood it would be before five (5) years. We will be back here probably for FY 2016.

Mr. Dill: We have five (5) years assuming five (5) years of vertical expansion lifespan, we have five (5) years to result problems, design it, permit it, and construct it.

Ms. Yukimura: To be ready to receive waste in five (5) years so that we are not stuck.

Mr. Dill: Correct.

Ms. Yukimura: Alright, thank you.

Mr. Rapozo: Any further questions for Solid Waste?

Ms. Yukimura: New Landfill and Resource Recovery Park Development/Acquisition, so this ACOM consultant contract is the one for one point eight (1.8) million? Is that right?

Mr. Tanigawa: That cost has gone up.

Ms. Yukimura: Oh, so...

Chair Furfaro: I am sorry I did not hear your answer.

Mr. Tanigawa: That was the original contract cost.

Ms. Yukimura: What is the present?

Chair Furfaro: What is it now?

Mr. Tanigawa: It since increased to two point two (2.2).

Ms. Yukimura: For what reason?

Mr. Tanigawa: We have had several contract amendments. The latest...I do not have the sequence of what we added but the latest additions were traffic studies, expanded scope-of-work for traffic studies for archeological impact assessment, additions to the special studies to contribute to the EIS.

Ms. Yukimura: Is the roads stuff not tied to the Līhu'e Bypass?

Mr. Tanigawa: Portions of the routes that we looked at tie into the bypass.

Ms. Yukimura: Well I hope we are not double paying.

Mr. Dill: No they are not looking at the Līhu'e Bypass as access to the landfill for this study.

Ms. Yukimura: But is the Līhu'e Bypass not part...going to encompass whatever is...

Mr. Dill: The Līhu'e bypass if and when is built would be a reasonable alternate to provide some access to the landfill but at this point we do not know if the landfill will come first or after it or if the bypass will happen at all. So, the bypass study is happening on its own merits as a requirement or need to provide a bypass for transportation in and around Līhu'e. It is certainly considering the landfill as a possible additional traffic generating but it is a separate issue.

Ms. Yukimura: Yes and I saw that they are proposing urban growth boundaries in the Līhu'e bypass is outside of the urban growth boundary though putting the roads out there is going to fuel pressures for growth out there. So, back to this ACOM contract, can you please provide us all the addendums and the amounts for each?

Mr. Tanigawa: Yes.

Ms. Yukimura: And let us not forget...did we not pay half a million dollars...how much for Special Counsel, was it fifty or five hundred?

Mr. Dill: We will defer that one to the Attorney, I am not sure what the cost was.

Ms. Yukimura: Staff can we just...we just saw that recently but...

Chair Furfaro: We just saw that on the reconciliation on an Executive Session response to me.

Ms. Yukimura: So I just want to know because that is part of the costs of this Solid Waste project.

Mr. Tanigawa: So should I anticipate a communication coming over requesting that?

Ms. Yukimura: Yes.

Chair Furfaro: We will take care of that legal question, you can anticipate the other question.

Ms. Yukimura: Right, the legal question we will take care of but we want to get the addendum information from you - all the addendums to the one point

eight (1.8) and the reason for it. Thank you. And you said to have some discussion anticipated EIS completion not July 2015?

Mr. Tanigawa: That date has been revised to December 2016 anticipated to consider the period of time required...that we anticipate to be required to complete the wildlife hazard assessment and mitigation plan.

Ms. Yukimura: So that is like a year and a half later that we are setting back the timetable for the construction of the new landfill?

Mr. Tanigawa: Approximately it takes about twenty (20) to twenty-four (24) months.

Chair Furfaro: Her comment was that it pushes it back a year and you are saying that it is twenty (20) to twenty-four (24) months?

Mr. Tanigawa: It will be longer than a year, likely longer than a year and a half.

Chair Furfaro: It is more than twenty (20) months?

Mr. Tanigawa: That is an estimate right now. We are going to be getting better information soon on that.

Ms. Yukimura: So, now what is our timetable for needing when we are going to open the landfill?

Mr. Tanigawa: That timeline is stretched out to...I am trying to recall, I believe it is going to be stretched out to about 2023 – 2024 timeline.

Ms. Yukimura: 2023 – 2024 which right now is nine (9) year to ten (10) years more? And we have five (5) years from vertical? We are in another crunch.

Mr. Dill: We have always been in a crunch.

Ms. Yukimura: Okay, well we better get that MRF up and get the diversion so that if we reach zero waste we will have a century to open the new landfill.

Mr. Rapozo: I got the solution but we will not go there right now. Anymore questions?

Chair Furfaro: Larry, I want to make sure that you understand and Troy, I want you to know all the adjustments that we are making and the money that we are spending right now, we are intended to take us out of such a crunch. Okay. Do you want to revise your statement?

Mr. Dill: No. The lateral expansion, the cell 2, we estimate it will provide us an additional five (5) years. So, five (5) years of the vertical, five (5) years to the lateral that will give us ten (10) and then hopefully any increase in waste diversion will give us a little more buffer to extend that time.

Chair Furfaro: Could you put that in writing for me please?

Mr. Dill: Certainly.

Chair Furfaro: On a separate response to my question, what is this whole evaluation of these adjustments and amendments that we are making to the landfill how do they play out in the critical path? How do I get three (3) years here, five (5) years here? I would like to see that in writing. Thank you.

Ms. Yukimura: I have a question on NPDES compliance. This is not for the landfill, this is for transfer stations, I know you talked about it before but can you refresh my memory? Any leaching or runoff from our transfer stations need an NPDES permit, is that what it is?

Mr. Tanigawa: Any type of discharge off property will require you to do secure an NPDES permit.

Ms. Yukimura: So we are working on procurement for bid to address the Department of Health issues at all transfers stations. So we are going to get a consultant to help us project the improvements that we need or identify the improvements that we need to make at our transfer stations.

Mr. Tanigawa: It will help us assess all of our four (4) transfers stations and help determine best management practices. Any type of improvements that need to be installed they will help and design and prepare specifications so we can go out to bid and have construction done. They will also provide construction estimates for us which we will come back to present to the Council.

Ms. Yukimura: Okay. Good I am glad that there is this attention on our transfer stations because they are critical County facilities and I feel like they have been under the radar but we will need to address it. I know Lyle has been addressing them but we need to take care of about it. Tim, you just said that Kapa'a has been much improved - the transfer station?

Mr. Bynum: Tremendously.

Ms. Yukimura: Good. Thank you very much.

Mr. Rapozo: Thank you. Anymore questions for Solid Waste?
If not, thank you very much.

Chair Furfaro: I do have a question. Can I have Keith come up?

KEITH SUGA: Yes, sir.

Chair Furfaro: As the amendments are added to the landfill and the recovery park and so forth, how are you keeping track on the growth of those projects without actually having a CIP item that is earmarked for the whole amount? How do you keep track of that?

Mr. Suga: I have a similar worksheet that looks kind of like this but on that particular worksheet I have a column that has encumbered funds and that is how I keep track of all the amendments and change orders for the various projects.

Chair Furfaro: Okay. That answers my question. Thank you.

Mr. Chock: This actually refers to an earlier comment from Councilmember Yukimura on the project description is that possible to have this available to the community as well as an update of these items? Is it already happening?

Mr. Suga: Yes. We do have project descriptions, I just do not have it on this sheet that is in front of you but it can be certainly incorporated into it.

Mr. Chock: I think it would be great if the community to see what is happening.

Ms. Yukimura: Councilmember Chock comes with new eyes so something that we have been dealing with over and over again is not clear to him so that is where I think even abbreviated project description would help. Actually I was going to ask for the Chair anticipated, what would really help me is a column that says encumbered.

Mr. Suga: Sure.

Ms. Yukimura: The ones that you already have because that gives us sort of the context for the specific current things, it gives us some of the history in terms of, you say it has been encumbered but how much money has been spent for design.

Mr. Suga: Understood. Can do.

Ms. Yukimura: But this is really great so thanks very much it is like day and night in terms of CIP review for us.

Mr. Suga: Thank you.

Chair Furfaro: I do want to say that I am going to send over after talking with Scott, we are going to send over a communication to the Fire Department. They are on next week Tuesday and we need more information from them about this helicopter facility hanger and we will ask them in advance of their meeting, so that will not be on one of the questions coming over. If everybody is okay with that we will actually put it in advance in the Fire Department's question. Larry, you are not going to be with us this afternoon but your trusty Deputy will be here, so our plan is to do Wastewater in the afternoon.

Mr. Dill: We actually switch Roads so Roads will be done in the afternoon as well.

Ms. Yukimura: Oh, I was going to ask about that.

Chair Furfaro: But the main switch we did was Solid Waste and Wastewater, right?

Mr. Dill: Yes. Thank you very much.

Chair Furfaro: Thank you, Mr. Rapozo.

Ms. Yukimura: Larry since you are not going to be here as the Head of all of this, I do want to thank you. It has been much easier CIP review thus far because of all the good work that you all have done and the format of all the information. Thank you very much.

Mr. Dill: I appreciate that. I got to credit to where credit is due Keith is a major part in this whole process.

Mr. Rapozo: Well it is 12:30 and we will be back at 1:30.

There being no objections, the Committee recessed at 12:28 p.m.

There being no objections, the Committee was called back to order at 1:35 p.m., and proceeded as follows:

Mr. Rapozo: The format is if you can go through an overview of all the projects and then we will open up for questions immediately following that.

EDWARD TSCHUPP: Okay thank you, for the record Edward Tschupp, Chief Wastewater Management Division. We have several projects in various stages of completion within the Wastewater Division CIP taking them in the order that they are presented in Keith's spreadsheet. The first one is Coco Palms pump station odor controls. We are very close to finishing that. There is one more phase of work that is included which we are going to be going out separately to bid for but the main odor control unit was fired up about a week to a week and a half ago and I don't know whether anybody has driven by Coco Palms and noticed a non odor but hopefully that is the case. The remaining work to be done is to put in a back up carbon unit to that odor control unit and we met with purchasing on the procurement strategy for that and we will be formatting the carbon unit installation as a separate bid item. The main unit is in place and up and running at present.

Second item on the list a package of improvements that we are doing at 'Ele'ele Wastewater Treatment Plant the primary funding here is the State revolving loan funds and that was bid earlier this fiscal year and awarded and contracted is executed. The contractor has been doing their various submittal things. There are a lot of equipment components to that project. The notice to proceed for actual hard construction has been issued for May 5th.

The next three on the list which are Facilities Reserved, island wide scada and island wide scada are basically one project. They have been allocated to the island wide scada project although there are actually two contracts; the design engineer has executed and returned to the County the contract amendment for their services during construction. The construction contractor which is Glenn Global, an intergrader out of California that does these kinds of specialty scada systems. They have signed and returned to the County the contract so it is a waiting county processing so that process should be going pretty quickly. We are actually looking at notice to proceed date of probably the end of this month or the beginning of May. So I feel like that has been a long complex process to get to

procurement and get through procurement and I am very happy to announce that all contracts are on the verge of being signed by the county.

Flipping over to the next page the next project is a Kūhiō Highway/Hanamā‘ulu Bridge sewer main replacement and manhole rehabilitation project. This was actually something that came up through some observations of some deterioration of the sewer pipe on the bridge the DOT highway bridge in Hanamā‘ulu. We operationally worked with DOT highways to have some repair clamps placed on the areas where the pipeline had some pukas and there still a considerable amount of work that needs to be done here it has been a staffing issue for the division to actually move that forward beyond the immediate need to place the repair clamps. We are seeking continuation of the funding so that is something we can tackle into the next year.

The next project is ... and this allocation is actually design work for further improvements at Wailua Wastewater Plant. We are currently under construction on about fifty percent complete with the project that kicked off earlier this fiscal year. There is another batch construction...this is actually sort of a residual design allocation in the event that we need to ... the seventeen thousand roughly eighteen thousand dollars sitting in this account is funds that we anticipate we might need some additional contract change order for design work.

The new project for this upcoming year is Wailua's Own mixing study is the title that is used here requesting allocation of five hundred thousand dollars. That is absolutely one hundred percent driven by our new NPDES permit which was issued it became effective November 1, 2013. It has in there two fundamental requirements. One of the things the new permit did was establish ammonia, nitrogen, limitations on our effluent on what we discharge to the ocean. Those limits are three point five micro grams per liter which is that is in a part per billion range. I personally don't feel that is achievable and I also don't agree the health department established that limit properly. So we actually filed a contested case hearing with the hearing officer with the health department who is the issuer of the permit but in the mean while we have a permit that we have compliance schedule is a ten year compliance schedule. Year one is within the first year task one secure funding to evaluate alternatives to comply with the effluent limits. So that is the principal area that we need to demonstrate to the health department that even if we don't agree with the permit we are following it.

The other task that is a new item in the health department permit, the NPDS permit is that within a three year period and the first mile stone is actually due May 1, 2014 is submit a work plan for another study called a zone of mixing delusion analysis study. So that is more of a consultant kind of study at this point. The combination of those two permit requirements we are estimating that we need to allocate the five hundred thousand dollars that is requested.

Permit compliance work. The final item is the County match for the Waimea R1 distribution system improvement. That contract has been executed and notice to proceed is in about a week, so we will be sitting down with a consultant.

Mr. Rapozo:

Mr. Bynum.

Mr. Bynum: I didn't think I had any questions but I forgotten about this item so just a couple questions. I want to know more about and we have time

today. Is this the only wastewater plant that has discharge so it is the only one affected by these new regulations?

Mr. Tschupp: Wailua is the only County owned wastewater plant that has an ocean out fall. The others are either reuse or injection wells as back up.

Mr. Bynum: Go ahead.

Mr. Tschupp: Yes. The answer is yes Wailua is the only one that is subject to these new set of requirements.

Mr. Bynum: So we have a major reuse project are to water at the golf course. I don't want this now, but I want to know the history of how much water ... how that diversion...because that diverts from the out fall right. The more water reuse we use the less there needs to be discharged, is that correct?

Mr. Tschupp: Yes, and in fact the health department has told us they think staffs opinion is that we should get to a place where discontinue use of the ocean out fall and only function as a reuse facility.

Mr. Bynum: Isn't that our goal there in Wailua? I thought that was our goal.

Mr. Tschupp: It has never been stated as a goal to my knowledge. The key thing here is that when it rains a lot nobody needs irrigation water. You got to be able to run the wastewater plant and that is when our flows are the highest so you got to be able to do something with the water when there are no customers for reuse. Now that can show up as a surface water impoundment and it will be about a ten million gallon reservoir so that is one of the options that would be an alternative to an ocean out fall.

Mr. Bynum: And I think we have space for that in Wailua, but I don't want to go into detail today and I am just very interested in following up on this in the future. That's all. I thought our goal was and I think it is but I do want to do some follow up about how our reuse how that county system is work? Is it working now? Is parks excepting a large amount of water for the golf course and is (inaudible) all of that.

Mr. Tschupp: Yes. In fact over the last several years we are discharging to the ocean only approximately every other day I mean on average we show up with about a hundred and eighty days of ocean discharge some of that is for purposes of keeping the out fall keeping some flow going to the out fall so it doesn't sand over. Some of that is to enable us to do the required month...weekly monitoring that we have to do so we will switch over to the out fall for a day which ends up being two days as far as it's a twenty-four hour period but it laps over two days.

Mr. Bynum: Again I don't want to delay...we discussed this at length several years ago you and I and I just want to get an update. We can do that later thank you.

Mr. Rapozo: Thank you, Councilmember Yukimura.

Ms. Yukimura: What is the estimate to complete the estimated cost of completing the zone of mixing study is it five hundred thousand?

Mr. Tschupp: We have included these two as one budget item.

Ms. Yukimura: These two meaning...

Mr. Tschupp: Meaning both the secure funding to evaluate the alternatives. One of the permit conditions and the other is a zoning of mixing. So there is two separate permit requirements that are being funded from the same account. The zone of mixing delusion analysis I have had some discussions with consultants and they have indicated purely as that part we be looking at a quarter of a million fifty-fifty on the two components.

Ms. Yukimura: Okay. But we could if we did say our goal is to retire the out fall. We could spend this half a million dollars if we could be sure that we could accomplish it. If our out fall has only a short life of ten years then we should better spend the money to figure out how to remove the out fall right?

Mr. Tschupp: That certainly is a I can see the logic there what we are looking at is a permit requirement saying do this.

Ms. Yukimura: Yes, and that is responsible that you are starting to move on it. So this limits on ammonium nitrogen to three point five (3.5) micrograms? Is ammonium nitrate a liquid substance or a gas?

Mr. Tschupp: That would be liquid.

Ms. Yukimura: Alright.

Mr. Tschupp: In this case it would be ammonium nitrogen.

Ms. Yukimura: It is micrograms per, what is the unit?

Mr. Tschupp: Micrograms per liter.

Ms. Yukimura: Just off the top of my head it seems quite unreasonable so I think it is a good idea that you filed a contest case although I do not know how much will that costs.

Mr. Tschupp: I do not either.

Ms. Yukimura: I mean do you not have to bring in expert witnesses or something?

Mr. Tschupp: Yes, I can see where and I have requested the County Attorney's Office to assist us and I think it would be prudent for us to engage Special Counsel. I have had discussions with the County Attorney about that and I believe that there are some specialty consultant client services that are appropriate also.

Ms. Yukimura: Okay.

Mr. Tschupp: Expert in this type of item...

Ms. Yukimura: And then you said on the average we are discharging every other day that is we are doing quite a bit of reuse.

Mr. Tschupp: Yes.

Ms. Yukimura: But this is R-2 water, if we could go to R-1 level, the water would be even more valuable?

Mr. Tschupp: Yes.

Ms. Yukimura: And places like Aloha Beach Hotel, you would have to have a distribution system but you could actually have reuse...

Mr. Tschupp: Expansion of the reuse system is certainly one of the objectives, I think there are a lot of support for, it has been stated as an objective of the Department of Public Works. Wailua is particularly challenging to try to get to R-1 because of the amount of property that we have. We only have a limited amount of property and the plant geometry is configured the way it is and so trying to wedge in a piece of equipment is a challenge to try to get the proper assembly of things to get to R-1.

Ms. Yukimura: Alright. So, part of the problem is storm waters. You said that when it rains hard, we have a lot of outflow.

Mr. Tschupp: We do have more outflow when it rains harder. That is generically referred to as inflow and infiltration (I&I) - infiltration basically.

Ms. Yukimura: Right.

Mr. Tschupp: There is some I&I that we see in the system so when it rains really hard we do have higher flows. We do not have too much I&I, we have not seen that much variation from really wet weather to really dry weather. The key point is that is when the Golf Course does not need irrigation water.

Ms. Yukimura: Alright, I got it. So the thing is and that is good news that we do not have a lot of I&I because if we did it would mean that our pipes are aging and from a lot of leakage from outside of the pipes into the pipes when the water table is high. Our pipes are in high water table in Kapa'a.

Mr. Tschupp: Wailua does have some areas where the pipes are below the water table.

Ms. Yukimura: Okay. Because there is this whole issue of aging pipes and how you are dealing with them but I will not go there right now. That is just a lot of money. I am looking at this Public Works CIP breakdown, right, and sewers are the second largest use, right, in this chart? This orange – Wastewater. The green is Engineering and that is...anyway...and when you look at what percentage of the population is served, it is a pretty small percentage. What is the percentage of our households that are sewer?

Mr. Tschupp: We have about sixty-five hundred (6,500) customers so that is...

Ms. Yukimura: Out of thirty thousand – we have about thirty thousand (30,000) households, so what is it?

Mr. Tschupp: Sixty-five hundred (6,500), That includes commercial.

Ms. Yukimura: Okay. Well even if you assume that they are all residential thirty thousand (30,000) that is about one/fifth, right?

Mr. Tschupp: Yes.

Ms. Yukimura: So 1/5 of our island is taking up thirty-one percent (31%) of our CIP.

Mr. Tschupp: Note that a lot of this allocation, Keith was just pointing out to me, is one project. Also note that several of our other projects like the 'Ele'ele Project is not really shown in this because it is SRF funded.

Ms. Yukimura: Right.

Mr. Tschupp: So we do have unique situation of having a separate dedicated source of funds.

Ms. Yukimura: Right and that is so good. The State was very smart in setting of that. That is the Sewer Revolving Fund, right?

Mr. Tschupp: State Revolving Fund.

Ms. Yukimura: But it is earmarked for Wastewater, right?

Mr. Tschupp: Right.

Ms. Yukimura: Alright. May I go to 'Ele'ele?

Mr. Rapozo: Sure.

Ms. Yukimura: We had a couple of spills related to the 'Ele'ele McDonalds but that is not aging infrastructure? Do we have that fixed?

Mr. Tschupp: That particular situation that you are alluding to that is actually part of the collection system and at that intersection we got the unfortunate circumstance of a shallow manhole that sits pretty low and so there is not very much space in the manhole. During really heavy rains, it is right next to the drainage line of the storm drain and the manhole can overflow and that is what has happened. We looked at possibly reconstructing that manhole but we have not as of yet done so.

Ms. Yukimura: Turned it into a project.

Mr. Tschupp: That is correct.

Ms. Yukimura: Okay. And it is not related to this 'Ele'ele improvements?

Mr. Tschupp: No. That is at the plant.

Ms. Yukimura: Okay. Thank you very much.

Mr. Rapozo: Anymore questions for Wastewater?

Ms. Yukimura: Kūhi'ō Highway Hanamā'ulu Bridge sewer main replacement and manhole, is that the main bridge that goes up to Hanamā'ulu? The Kapaia Bridge?

Mr. Tschupp: If you are on Kūhi'ō Bridge and you drop down in the valley and you are coming up towards Hanamā'ulu, there is a bridge there.

Ms. Yukimura: The main bridge?

Mr. Tschupp: It is the main bridge. It is a two (2) lane State Highways bridge.

Ms. Yukimura: Right.

Mr. Tschupp: It is rather old.

Ms. Yukimura: Yes.

Mr. Tschupp: And DOT is looking at started the design process for replacing the bridge in its entirety so we do not really want to go out and put a brand new pipe on a bridge that they are going to tear down.

Ms. Yukimura: So our sewer pipe is suspended on that bridge?

Mr. Tschupp: That is correct.

Ms. Yukimura: And it has been leaking?

Mr. Tschupp: Well it had some *pukas* and it was observed by a State Highways Inspectors and they called us up and said you got to fix this and we agreed. So we got some prepare clamps that we put on them.

Ms. Yukimura: Okay but if the State changes or reconstruct the bridge then that would be the time to really upgrade our pipe?

Mr. Tschupp: Most projects of that nature where the State is coming in and doing bridge work, part of the package the State needs to address is making sure that the utility companies are not damaged in their work. So the expectation is that they would put in new sewer line on the new bridge the same size as what is already there.

If we wanted to upsize it then they would consider that betterment and they would ask us to pay.

Ms. Yukimura: Okay. We should get our dibs in on a good pedestrian access on the bridge when they design it too but if they are following their multimodal mandate, they will hopefully think about that. I am done.

Mr. Rapozo: Anymore questions? Thank you very much.
Roads Division.

Mr. Renaud: I am going to start off on page 8 and I will go briefly right through. 'Aliomanu temporary road repair construction – the only thing that we do there is maintaining the sand bags that get eroded and whatnot and we just waiting for Engineering on the contract. The next one, Hanapēpē/Waimea levee – is ongoing with the contractor. The grassing and irrigation is looking really great out there but it is not completed on both levees but it is being done like I mentioned yesterday. At Waimea Station (inaudible) the main town 5 gate has been replaced. Hanapēpē...excuse me, that is the same. FEMA projects – we have started 'Anini and it is ongoing. That is about the culverts. The next project is Haleilio Road – that is a CMU wall with large boulders that we are going to replace that at the bridge. The next project – Haleko. This is right up the street at the mill. This is about a hundred foot of CRM wall that we are going to keep the embankment from eroding. Page 9, Hauaala Road this is an AC repair – that is all it is. We completed the removal embankment, completed the embankment fill and the road, and we just need to put the AC in. The next one is Kaehulua/Apopo which is repair of CMU and replace AC. It is twenty-five thousand in nature. The next one is Kahuna Road that is a very large one four hundred thousand, we loss all the pavement out there from the rain and whatnot and we are going to replace that with a contractor. The next one is Kiowai which is a small AC swell in the cul-de-sac that we are going to replace. In nature twenty thousand. The next one is Ohiki Road and this is a head wall repair and AC work out in Hanalei by the taro patch. The next one is resurfacing various collector road this is one that Engineering is working on the design and working out and it is a two point one million project collector roads and as soon as they get completed then we will manage the project. Wailua emergency bypass improvements – we just do maintenance work there and maintain potholes and vegetation control. That is it. Questions?

Mr. Rapozo: Thank you, Ed. We are on page 8. Any questions?

Mr. Chock: 'Aliomanu - you talked about the maintenance of sandbags for the road until it gets – I know it was talked about earlier but when is that proposed?

Mr. Tabata: We mentioned that we were working with
Department of Hawaiian Homelands.

Mr. Chock: Right.

Mr. Tabata: And an agreement to do work for them so that is
still in negotiation with Engineering.

Mr. Chock: So this nineteen thousand dollars (\$19,000) it is just in terms of maintaining that.

Mr. Tabata: Yes, it is just for them to have some material to refill sandbags and place. If you go there you will see that they are substantial size bags.

Mr. Chock: Expensive bags – two thousand sandbags?

Mr. Tabata: Yes.

Mr. Chock: I understand.

Mr. Tabata: And we have a permit to harvest the sand from the river mouth and then we place the sandbags in place.

Mr. Chock: Thank you.

Mr. Rapozo: Anymore questions?

Ms. Yukimura: Yes.

Mr. Rapozo: Go for it.

Ms. Yukimura: I was looking again at this breakdown and thank you, Keith, for doing all this work because it does give us an overall view that is helpful. I guess Engineering has a lot of projects that are...this pie chart shows forty-six percent (46%) for Engineering projects but they are actually Roads and bridges and seawalls, a whole mix, right?

Mr. Tabata: Yes.

Ms. Yukimura: So at some point certain of this work gets allocated to buildings or sewers?

Mr. Tabata: Pretty much all of the...so when Larry and I came in to Public Works, the Mayor asked us to look at having Public Works touch pretty much every CIP project for the County. So, a lot of work flows through our Engineering Division to do the planning and the development and as we mentioned earlier even tried to do our own in-house designs moving forward. Hopefully that will save the County money versus sending everything out to consultants.

Ms. Yukimura: I think it will.

Mr. Tabata: That is the strategies to have all of our projects run through.

Ms. Yukimura: I am not disagreeing with that strategy, in fact, I think it is fabulous that you have your Building in-house capacity to do in-house designs and even when you cannot do in-house designs you are just going to have smarter project managers to oversee a consultant when they do it because you have...you kind of need to know how to do it if you are overseeing the doing of it.

Mr. Suga: Just to expand a little bit further the forty-six percent (46%) for this pie chart what I tried to do is allocate the moneys to the Divisions that were managing the project. Like you mentioned, Engineering does touch a lot of the road and bridges and that is comprised within the forty-six percent (46%).

Ms. Yukimura: Yes. So I mean if you were to not do a year breakdown but instead a project by project breakdown based on categories, some of the moneys here would move, right? For the picture of this year CIP this is it and I understand that. Thank you. That is all I have.

Mr. Rapozo: Mr. Bynum.

Mr. Bynum: That says General Fund... I am sorry this is CIP distribution.

Mr. Suga: Correct.

Mr. Bynum: But it does not include all of the projects so it should be not looked as a workload pie chart, right, because like Wastewater has projects that are on here and bikepath that are not on here...

Mr. Tabata: Right.

Mr. Bynum: So, I just want to make that point. This is how the moneys are going but it should not be seen as a workload distribution chart, right?

Mr. Tabata: Right. Like you mentioned Doug in the Building Division, does work for Parks in managing the bike project.

Ms. Yukimura: Yes.

Mr. Bynum: Right and you know just a short comment my observation of watching the County system work in the last four (4) to five (5) years the level of collaboration is just really inspiring. We are making so much better decisions. So, the Mayor was right when he said you guys come in and you guys need to be the linchpin right, and that is why we have Keith, right? That is the history of this, right?

Mr. Tabata: Yes.

Mr. Bynum: Thank you.

Mr. Chock: I have a follow-up.

Mr. Rapozo: Yes, please.

Mr. Chock: Is there an overlap per project in terms of looking at the costs, since you are touching upon different departments? Per project like Councilmember Yukimura says that we can look at in the future?

Mr. Suga: Sure. Like a breakdown of road projects versus bridge projects?

Mr. Chock: Yes, because they are all connected.

Mr. Suga: Sure.

Mr. Rapozo: It is 2:10 p.m. but we are going to stay until 4:30 so...

Mr. Renaud: I got one more project and he bought this up yesterday and this is about the steel plates on Waipouli Road. I talked to East Kaua'i people and everything goes good, it supposed to go good, we will be completed the project in December and not three (3) years.

Ms. Yukimura: I am sorry.

Mr. Renaud: This is the project where someone complained about steel plates on Waipouli Road for seven (7) years or something.

Ms. Yukimura: Yes.

Mr. Renaud: So, it is going through. The plans come out, I have talked to Michael, the plans come out this Friday, and then Larry looks at it and stamps it. It goes back to East Kaua'i, they take it to finalize the funding and then from there construction or fabrication of the precast culverts will be taking place and then we will go from there.

Ms. Yukimura: Terrific.

Mr. Rapozo: Thank you.

Mr. Chock: Remember to tell Larry tomorrow.

Mr. Rapozo: I am sure he will find out. He will know.

Ms. Yukimura: I just want to observe that we are finishing early partly because the presentation has been so well organized and you folks have been so prepared that it has not been like pulling teeth and it does not give us any excuse to rant and rave.

Mr. Tabata: Thank you very much. But as Larry Dill pointed out I want to restress that Keith Suga has been the primary driver of our CIP program since he came onboard he has done the lion share of the work in pulling of the projects together. So, credit to Keith.

Ms. Yukimura: Thank you, Keith. It is very evident of your leadership but it is also very evident that there is a team that is working together here and like Tim says it is very inspiring and the best outcome is that things are moving and people are getting their services. From what I hear, like Doug Haigh said today, all the people working on it feel better too. Thank you.

Mr. Rapozo: Well what we did today and the Chair asked me to run the meeting, I asked my staff to keep track of each Councilmembers time because...just to see how much time each Councilmember had taken. JoAnn has sixty-eight percent (68%) of the time.

Ms. Yukimura: Well, how about grading the quality of questions?

Mr. Rapozo: That is twelve percent (12%). If there are no questions or comments, we are in recess.

There being no objections, the Committee recessed at 2:14 p.m.